



Kingston Subarea Plan

Vision for Kingston

Kingston is a small ferry community, located on Appletree Cove, known for its sweeping views of Puget Sound and both the Cascade and Olympic Mountain ranges. It is bordered by rural residential properties on three sides and Puget Sound to the east. The community offers small-town character as well as a recently built multi-generational community center, small locally owned businesses, and several parks and trails in walking distance from the Old Town Center. The waterfront encompasses a port with a large marina, public beach access and a terminal for the Washington State Ferry Kingston-Edmonds route and a Kitsap Transit fast foot ferry that connects Kingston to Seattle, making it a key transportation hub between the Olympic and Kitsap Peninsulas and the Seattle metropolitan area. The community also serves as a commercial and service destination for North Kitsap.

The Kingston Urban Growth Area (UGA), the northernmost UGA in Kitsap County, was established in May 1998 through adoption of the Kitsap County Comprehensive Plan, encompassing approximately 1,400 acres. The Kingston UGA includes three design districts - Old Town, adjacent to the marina and ferry terminal; and two that are uptown. Lindvog Commercial, which straddles State Route 104, and Village Green, which sits entirely on the south side of State Route 104 and reflects the neighborhood in and around the Village Green Community Center and park.

A portion of Kingston is designated as a High-Capacity Countywide Center in the Kitsap Countywide Planning Polices (CPPs). This Countywide Center and the remainder of the Kingston UGA must accommodate increased population, employment, and housing growth consistent with those designations.

Kingston promotes expanded development opportunities in its downtown as infill development occurs and major projects including the SR104 realignment and Port of Kingston redevelopment occur. Improved street aesthetics and parking infrastructure will create a more walkable community and encourage accessibility to local shops and restaurants. Expanded infrastructure such as sidewalks, bike lanes connecting activity centers such as the community center, local schools, and retail and service businesses will increase health, safety, and connectedness within the community.

With multiple high-capacity transit opportunities to the greater Seattle Area, Kingston is a part of critical transit system for the community, commuters, and tourists. Service by multiple ferry systems must be maintained and expanded to meet expected growth. Kingston must balance this growth with its history as a welcoming and family friendly community that values a healthy and sustainable environment, quality education, and recreational resources for all ages. By prioritizing preservation and development of diverse housing types, Kingston intends to maintain and increase its posture as an affordable and inclusive community.

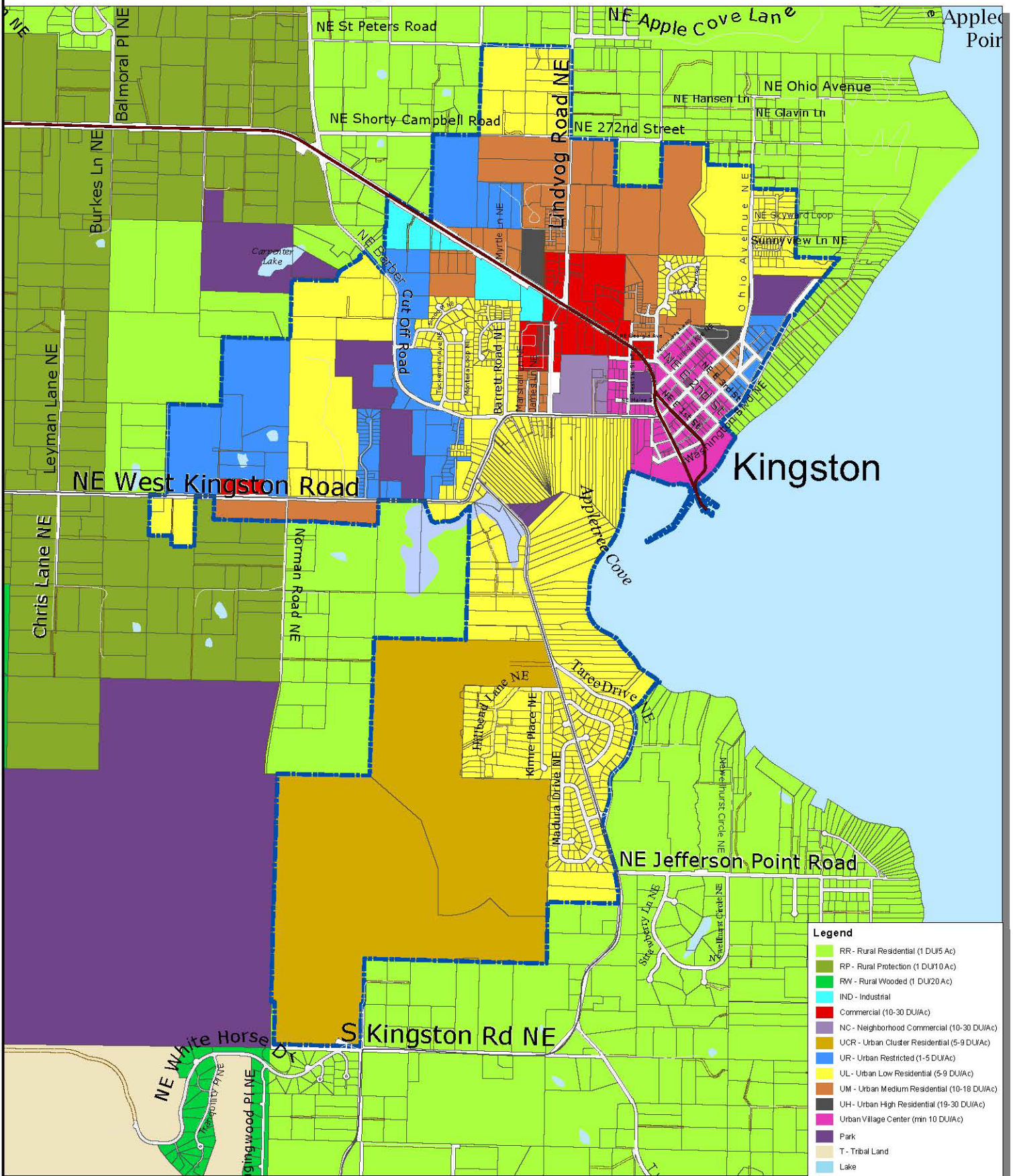
The vision for Kingston focuses on the continued preservation and protection of open space, forests, and critical habitat areas in the surrounding sensitive environment. As an Urban Growth Area, Kingston will expand on the success of the Village Green Project and continue to develop better public facilities and infrastructure as it grows. County support of local economic development and Kitsap Transit and State support in managing the impact of regional transportation are vital to Kingston's vision and vitality.

Figure 1.13. Kingston UGA Zoning Map, Alternative 2

Figure 1.14. Kingston UGA Zoning Map, Alternative 3

Kingston Urban Growth Area

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Legend

- RR - Rural Residential (1 DU/5 Ac)
- RP - Rural Protection (1 DU/10 Ac)
- RW - Rural Wooded (1 DU/20 Ac)
- IND - Industrial
- Commercial (10-30 DU/Ac)
- NC - Neighborhood Commercial (10-30 DU/Ac)
- UCR - Urban Cluster Residential (5-9 DU/Ac)
- UR - Urban Restricted (1-5 DU/Ac)
- UL - Urban Low Residential (5-9 DU/Ac)
- UM - Urban Medium Residential (10-18 DU/Ac)
- UH - Urban High Residential (19-30 DU/Ac)
- Urban Village Center (min 10 DU/Ac)
- Park
- T - Tribal Land
- Lake
- Proposed Urban Growth Area Boundary
- State Highway
- Collector / Arterial
- Local Access; Local Road
- Easement
- Greater Puget Sound hydrology

Zoning - Alternative 3

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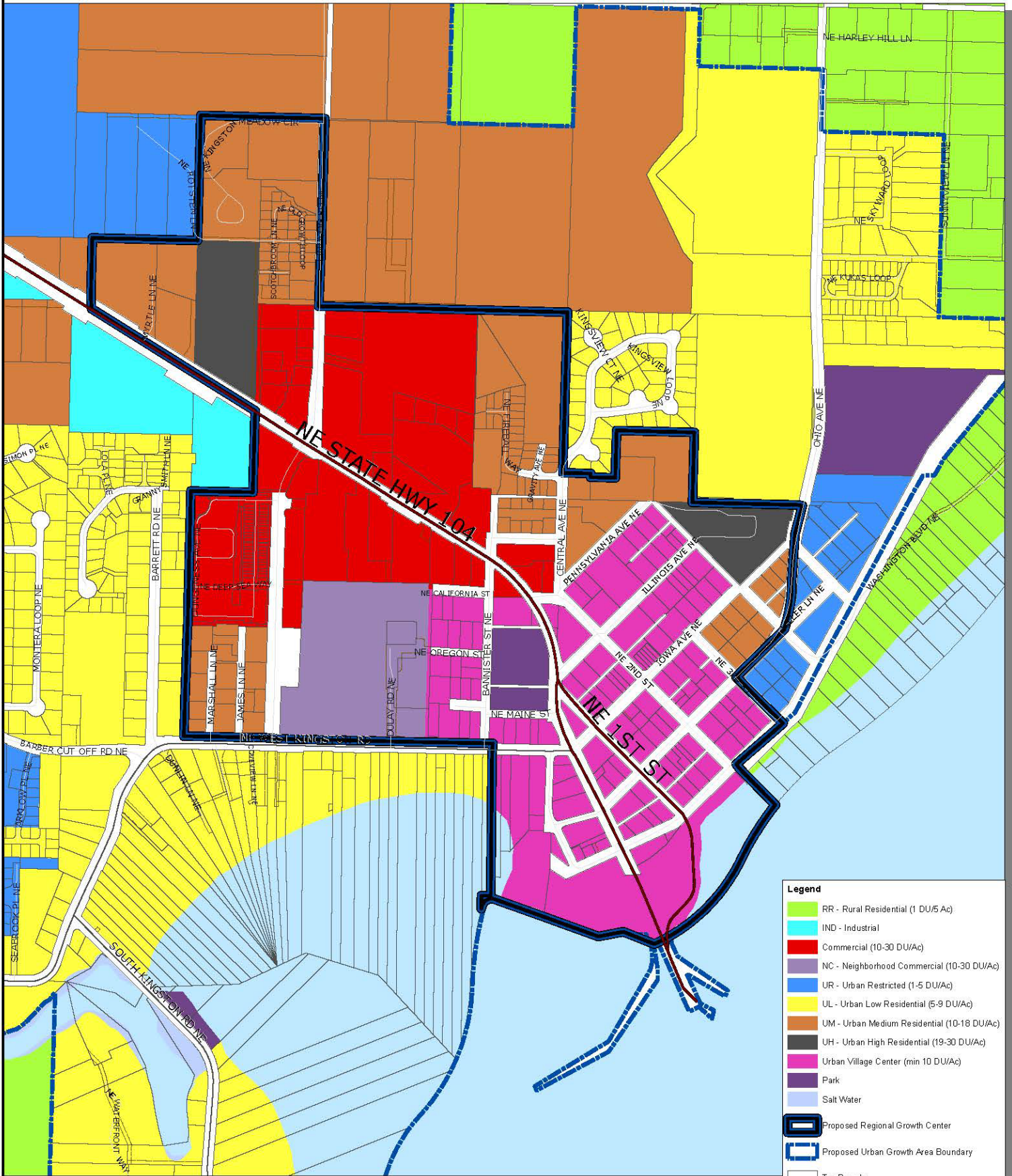
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Figure 1.15. Kingston Countywide Center

Kingston Urban Growth Area

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Legend

- RR - Rural Residential (1 DU/5 Ac)
- IND - Industrial
- Commercial (10-30 DU/Ac)
- NC - Neighborhood Commercial (10-30 DU/Ac)
- UR - Urban Restricted (1-5 DU/Ac)
- UL - Urban Low Residential (5-9 DU/Ac)
- UM - Urban Medium Residential (10-18 DU/Ac)
- UH - Urban High Residential (19-30 DU/Ac)
- Urban Village Center (min 10 DU/Ac)
- Park
- Salt Water
- Proposed Regional Growth Center
- Proposed Urban Growth Area Boundary
- Tax Parcels
- State Highway
- Collector / Arterial
- Local Access / Local Road
- Easement

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Kingston Countywide Center

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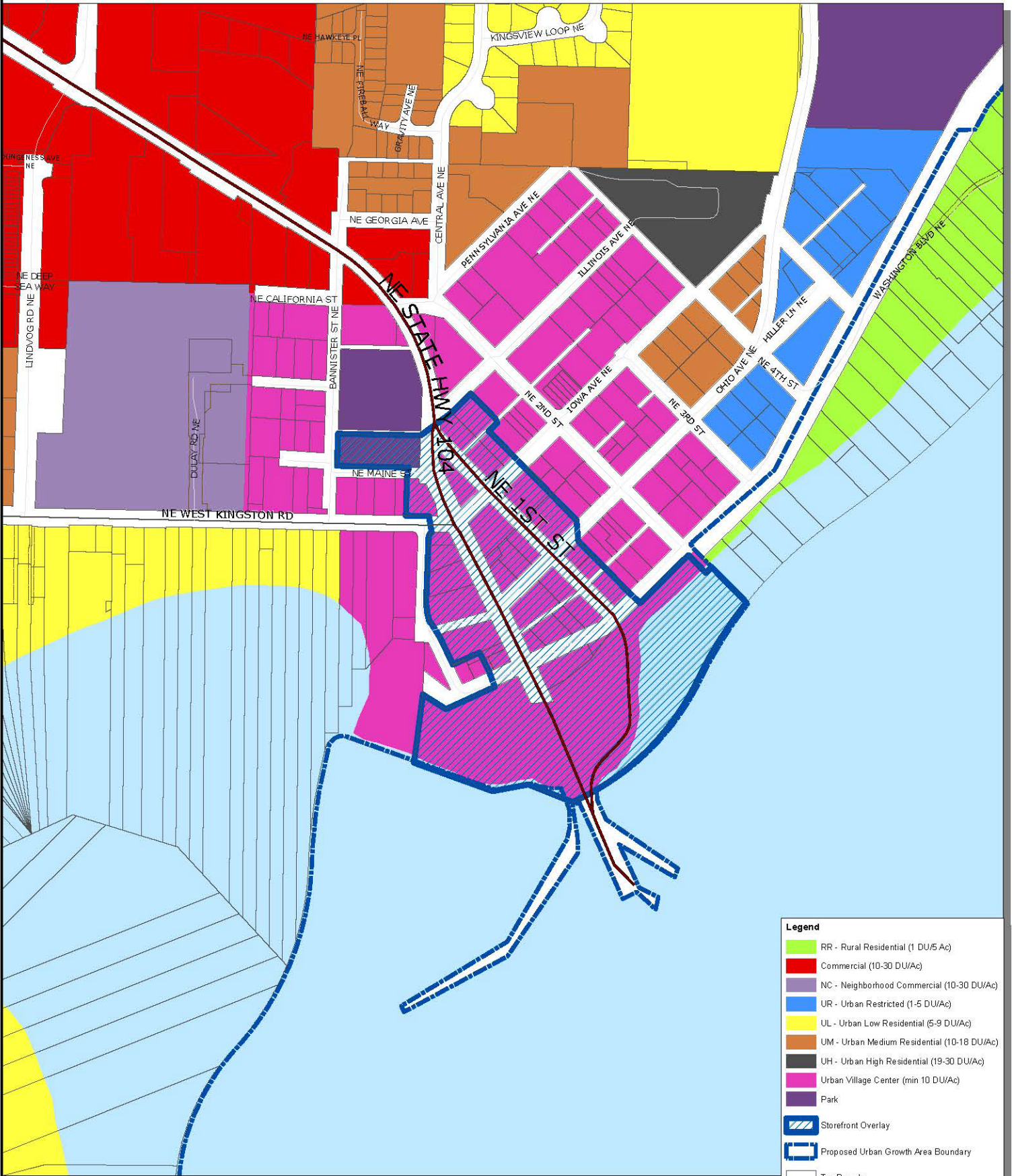
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Figure 1.16. Kingston UGA Storefront Overlay, Alternative 3

Kingston Urban Growth Area

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Legend

- RR - Rural Residential (1 DU/5 Ac)
- Commercial (10-30 DU/Ac)
- NC - Neighborhood Commercial (10-30 DU/Ac)
- UR - Urban Restricted (1-5 DU/Ac)
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- UM - Urban Medium Residential (10-18 DU/Ac)
- UH - Urban High Residential (19-30 DU/Ac)
- Urban Village Center (min 10 DU/Ac)
- Park
- Storefront Overlay
- Proposed Urban Growth Area Boundary
- Tax Parcels
- State Highway
- Collector / Arterial
- Local Access; Local Road
- Easement

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Storefront Overlay

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Kingston Goals, Policies, and Strategies

Community

Kingston Goal 1.

Identify, protect, and promote community identity and history.

Kingston Policy 1.1. Preserve Kingston’s small-town waterfront and maritime character and local history through community planning and development.

Kingston Policy 1.2. Promote community organizations and events that maintain, enhance, and promote community character.

Kingston Policy 1.3. Preserve the community’s historic cultural assets in public planning and development projects.

Kingston Policy 1.4. Support the Kingston community’s discussions of incorporation with access to readily available data regarding revenues and costs of service to the Kingston UGA.

Kingston Strategy 1.a. Notify the Kingston Historical Society in addition to mandated agencies when artifacts or evidence of historic structures or activities are unearthed or otherwise discovered.

Kingston Strategy 1.b. Provide available materials to promote a community inventory of cultural resources: places and events significant to Kingston’s history and people, including natural landmarks, settler contact with the Suquamish and S’Klallam Tribes, military and maritime history, timber and commercial enterprises, homesteads and early town life, community organizations, milestones and special occasions, and national contributions of local figures.

Kingston Strategy 1.c. Encourage self-guided tours that highlight Kingston’s community inventory of cultural resources.

Kingston Strategy 1.d. Develop interpretive signage recognizing sites in the community inventory.

Kingston Strategy 1.e. Promote educational seminars that feature the community inventory.

Kingston Strategy 1.f. Engage in a campaign that educates the general public about identifying and understanding the significance of cultural resources and how protecting historic assets may be integrated into urban development or other land uses.

Kingston Strategy 1.g. Explore funding for the preservation of historic, archaeological, and cultural resources.

Land Use

Kingston Goal 2.

Involve the Kingston community in review and revision of goals, policies, and development regulations.

Kingston Policy 2.1. Provide support to the Kingston Community Advisory Council (KCAC) to review the sub area plan to ensure code provisions and design standards are achieving the vision for downtown Kingston, incorporating public feedback, and supporting redevelopment.

Kingston Policy 2.2. Acknowledge past community planning efforts in updates to policies and codes (e.g., Kingston UVC Taskforce).

Kingston Strategy 2.a. Every three years, establish a community workgroup process to review the Kingston Design standards and code provisions to ensure they are in alignment with the comprehensive plan update goals and policies.

Kingston Goal 3.

Encourage development that is compatible with Kingston's character and maritime history.

Kingston Policy 3.1. Consider the impact on view corridors when approving new developments.

Kingston Strategy 3.a. Apply the Kingston Design Standards in the permitting process.

Kingston Goal 4.

Support redevelopment in the Kingston Countywide Center.

Kingston Policy 4.1. Encourage a mix of urban residential, mixed-use, and commercial development in the downtown core as defined by the boundaries of the Kingston Countywide Center.

Kingston Policy 4.2. Prioritize the required infrastructure to encourage urban medium and high-density residential uses near commercial areas and public spaces.

Kingston Strategy 4.a. Require development within the Storefront Overlay to be constructed to commercial building standards on the ground floor along the street frontage. Allow these spaces to be used for commercial or residential uses. (Alternative 3 only).

Kingston Strategy 4.b. Revise densities, heights, setbacks, infrastructure, parking, and other requirements in the Kingston Countywide Center to eliminate barriers for developing small

parcels and explore incentives to promote aggregation of small lots into larger parcels.
(Alternative 2 only).

Kingston Strategy 4.c. Revise the subdivision regulations to remove barriers to the creation of short subdivisions and multi-family development in the Kingston Countywide Center.
(Alternative 2 only).

Kingston Strategy 4.d. Assess opportunities for development to meet recreational and open space requirements off-site where there are existing services and amenities are within one-quarter mile.

Kingston Strategy 4.e. Assess roadways in the Kingston Countywide Center to identify where right of way could be reduced to incentivize redevelopment.

Kingston Strategy 4.f. Review fire department requirements for small developments in the Kingston Countywide Center for alternatives that preserve safety and consider existing fire infrastructure and historic street patterns.

Kingston Strategy 4.g. Explore grant and other funding opportunities to address infrastructure needs.

Kingston Goal 5.

Promote adequate parking to meet Kingston's needs while encouraging transit and non-motorized options.

Kingston Policy 5.1. Collaborate with community groups and the Port of Kingston to develop a parking plan for the Kingston Countywide Center.

Kingston Strategy 5.a. Explore the reduction of parking requirements to promote transit route expansion (Alternative 2 only).

Kingston Strategy 5.b. Complete a public parking availability and accessibility study, considering updates or changes to parking requirements relating to occupancy in the Kingston Countywide Center (Alternative 2 only).

Kingston Strategy 5.c. Coordinate public and private partnerships in review of the existing public parking availability and future expansions (Alternative 2 only).

Economic Development

Kingston Goal 6.

Support Kingston's Maritime Economy

Kingston Policy 6.1. Support Port initiatives designed to prioritize maritime and water dependent uses (e.g., boat/kayak rentals).

Kingston Policy 6.2. Explore partnerships with the Port of Kingston to seek grants for maritime uses, mixed use development, and environmental protections.

Kingston Policy 6.3. Support the development of lodging opportunities in Kingston by reviewing zoning and regulatory requirements to remove any barriers.

Kingston Strategy 6.a. Implement way-finding signage consistent with the community's identity to highlight local businesses, history, attractions, and trails, especially during the development of infrastructure projects.

Kingston Strategy 6.b. Support tourism groups, the Port of Kingston, the Kingston Chamber of Commerce, and the Kitsap Economic Development Alliance to assess tourism opportunities and develop strategies to promote tourism.

Kingston Goal 7.

Within the Kingston Urban Growth Area, support locally owned businesses, cottage industries, and home businesses.

Kingston Policy 7.1. Encourage the development of telecommunication and broadband infrastructure to serve the Kingston UGA.

Kingston Policy 7.2. Collaborate with local organizations and agencies including the Chamber of Commerce, Kitsap Public Utilities District, and Port of Kingston to foster and promote an information system infrastructure and promote a business atmosphere that encourages and supports technology-based industry.

Kingston Policy 7.3. Encourage small business development and business incubators.

Kingston Goal 8.

Support tourism to enhance the local economy.

Kingston Policy 8.1. Foster partnerships with the North Kitsap Tourism Coalition, Visit Kitsap, the Port of Kingston, the Kingston Chamber of Commerce, the Greater Kingston Economic Development Committee, and other organizations to promote tourism and business development.

Housing

Kingston Goal 9.

Promote the development of affordable housing within the Kingston UGA

Kingston Policy 9.1. Monitor Kitsap County-owned property in the Kingston UGA and assess their availability for affordable housing projects.

Kingston Policy 9.2. Review and revise as appropriate regulations to improve the viability and long-term sustainability of affordable housing projects.

Kingston Policy 9.3. Incentivize affordable housing projects through negotiation of development agreements, creation of multi-family taxation exemptions, and other allowable methods (see Appendix B).

Kingston Policy 9.4. Support Housing Kitsap, housing agencies, and non-profit housing providers in considering affordable housing projects within the Kingston UGA.

Kingston Policy 9.5. Encourage private property owners with vacant property or property available for redevelopment within Kingston's UGA to consider affordable housing projects.

Kingston Policy 9.6 Promote housing diversity including missing-middle housing (e.g., duplex townhomes, cottage housing) within existing and planned residential developments.

Kingston Goal 10.

Consider affordable housing projects within the Kingston UGA for any County-administered funding programs.

Kingston Policy 10.1. Partner with non-governmental groups and non-profits (e.g., Kitsap Affordable Housing Task Force and Kingston Affordable Housing Working Group) to ensure knowledge and participation in local funding opportunities.

Kingston Goal 11.

Encourage increased support services in the Kingston UGA to serve residents in need of affordable housing.

Kingston Policy 11.1. Work with County agencies and non-government service providers to increase the local availability of services for mental health support, social work case management, private duty caregiver assistance, alcohol and chemical dependency treatment, disability assistance, and healthcare.

Kingston Policy 11.2. Encourage transit agencies such as Kitsap Transit and Washington State Ferries to provide reliable and expanded transportation options for residents in the Kingston UGA.

Kingston Goal 12.

Monitor housing types including emergency homeless housing and provide policy direction to facilitate adequate housing for all economic segments living in the Kingston UGA.

Kingston Policy 12.1. Seek to ensure that housing options in the Kingston UGA include long term supportive housing for those who are homeless and others with special needs, affordable housing for low-income seniors and others, “missing middle” housing, workforce housing, and market rate housing.

Kingston Policy 12.2. Work with Kingston Community Advisory Council to support ongoing efforts to provide severe weather shelter services and/or warming stations in public buildings.

Kingston Strategy 12.a. Explore increased density and building heights, reduced parking requirements, lower impact fees and permitting fees, and expedited permit processing for affordable housing projects.

Kingston Strategy 12.b. Adopt ordinances, development regulations, and zoning regulations to reduce barriers to the construction and use of Accessory Dwelling Units (ADUs) for long term rental housing in the Kingston UGA.

Kingston Strategy 12.c. Support community and housing organization efforts to fund affordable and supportive housing efforts in the Kingston UGA.

Environment and Sustainability

Kingston Goal 13.

Protect and work to restore wildlife habitat, marine shorelines, wetlands, streams, and other natural areas in the Kingston UGA.

Kingston Policy 13.1. Support community work with non-profit groups to acquire land for conservation and preservation of wildlife habitat.

Kingston Policy 13.2. Participate in the West Sound Watersheds Council and support Puget Sound Salmon Recovery programs.

Kingston Policy 13.3. As feasible, acquire shoreline property and conservation easements in Kingston for public stewardship and habitat protection.

Kingston Policy 13.4. Coordinate an integrated network of open spaces that could expand recreational opportunities for both residents and visitors and that takes advantage of Kingston’s visual amenities and natural environment.

Kingston Goal 14.

Reduce sources of pollution in the built and natural environment of Kingston.

Kingston Policy 14.1. Partner with Puget Sound Clean Air Agency to identify and establish strategic initiatives and projects that will protect public health, improve neighborhood air quality, and reduce our region's contribution to climate change.

Kingston Policy 14.2. Establish a community culture that supports pedestrians and non-motorized forms of transportation.

Kingston Policy 14.3. Identify and reduce systemic energy waste and its associated GHGs.

Kingston Policy 14.4. Reduce water and soil pollution from land uses and development.

Kingston Policy 14.5. Educate and build a culture in the greater Kingston community about the marine environment and the unique nexus of estuarine and lowland stream environments to inspire future stewards of our natural heritage.

Kingston Strategy 14.a. Review and consider requirements for tree replacement to promote GHG emission absorption (Alternative 2 only).

Kingston Strategy 14.b. Review and consider requirements for tree retention to promote GHG emission absorption (Alternative 3 only).

Kingston Strategy 14.c. Support ferry traffic solutions, in alignment with the WSF 2040 Long Range Plan, that leverage both system-wide and Kingston-Edmonds route-specific adaptive management strategies to reduce peak demand in closer alignment with supply.

Kingston Strategy 14.d. Support measures such as peak fares in the ferry system to reduce vehicle idling and queuing which results in increased vehicle emissions.

Kingston Strategy 14.e. Encourage expansion of sewer service to properties served by existing septic systems within the Kingston UGA.

Kingston Goal 15.

Encourage businesses that intentionally work to build and support a healthy natural environment.

Kingston Policy 15.1. Support locally based businesses that intentionally address environmental sustainability (e.g., green building practices, recycling of construction or demolition waste, non-motorized services).

Parks, Trails, and Open Space

Kingston Goal 16.

Support access to and within regional parks, local pocket parks, and public beaches for active recreational use, passive enjoyment of the natural environment, and conservation of natural habitat.

Kingston Policy 16.1. Prepare a Kingston conservation plan and list of potential properties for conservation, preservation, and wildlife enhancement in coordination with Great Peninsula Conservancy, West Sound Watersheds Council, and Puget Sound Salmon Recovery programs.

Kingston Policy 16.2. Acquire shoreline property for public access to Apple Tree Cove, Port Gamble, Miller Bay, Puget Sound, and local lakes, including Carpenter Lake and Miller Lake.

Kingston Strategy 16.a. Seek funding to acquire and protect marine and riparian shoreline for conservation and habitat preservation.

Kingston Strategy 16.b. Survey and analyze public lands for potential value as park land, trails, or open space.

Kingston Strategy 16.c. Clarify public access opportunities along beaches and tidelands around Apple Tree Cove and publish maps and other information to the public.

Kingston Strategy 16.d. Support the Kitsap Peninsula Water Trail by developing water trail launch and rest facilities in the Kingston area.

Kingston Goal 17.

Provide Kingston with the open space, sports, and playground facilities to support recreation, sports, healthy exercise, and social activities for all members of the greater Kingston population.

Kingston Policy 17.1. In accordance with the Kitsap Parks and Recreation Department PROS Plan, develop and maintain an inventory of Kingston and North Kitsap parks, open space, and sports facilities available for use by the general population and organized sports clubs.

Kingston Policy 17.2. Based on public surveys, growth projections, and other data, prepare and publish a gap analysis to show the current and future need for public sports and recreational facilities.

Kingston Policy 17.3. Develop dog parks within or near the Kingston UGA and establish a program for their maintenance and support.

Kingston Strategy 17.a. Acquire land and develop sports fields, courts, and playground facilities as the population growth warrants to serve the greater Kingston area to support local, regional, and invitational sports events to include:

- Baseball and softball fields
- Fields for soccer, lacrosse, and ultimate frisbee
- Football fields
- Outdoor basketball courts
- Pickleball and tennis courts
- Frisbee golf course

Kingston Strategy 17.b. Develop criteria for location and design of local dog parks.

Kingston Strategy 17.c. Identify and evaluate areas for dog parks and seek funding for acquisition and maintenance.

Kingston Strategy 17.d. Establish a plan, budget, and volunteer group for the upkeep of the dog park facility in coordination with the local parks district.

Kingston Strategy 17.e. Improve and expand parking and signage for the “Kingston entrance” to the North Kitsap Heritage Park located at the south end of Norman Road.

Kingston Goal 18.

Ensure public participation in development of plans for maintenance and operation of parks, open space, fields, and facilities in the Kingston area including volunteer efforts.

Kingston Policy 18.1. Coordinate discussions of new, renovated, or existing parks and open space plans and facilities with community groups (e.g., Kingston Community Advisory Council, Rotary, Village Green Metropolitan Park District, Chamber, Port of Kingston) and residents.

Kingston Policy 18.2. Consult with state agencies, local Tribes, and local jurisdictions to provide parks, open space, fields, and facilities that support active and passive recreation.

Kingston Goal 19.

Support the Village Green Community Center as a central aspect of the Kingston UGA.

Kingston Policy 19.1. Consider the Village Green property and facilities when locating new community activities and assets in Kingston.

Kingston Policy 19.2. Leverage the Village Green Community Center to provide increased access to County services by north county residents and businesses. Ideas include office hours by the County Commissioner and key department teams (DCD), pop-ups to offer services or explain new projects.

Transportation

Kingston Goal 20.

Support the development of housing diversity, multi-family, and mixed-use housing in the Kingston Countywide Center through expanded transportation options.

Kingston Policy 20.1. Promote expansion of access and accessibility of transit and transit facilities within the Kingston UGA.

Kingston Goal 21.

Improve compatibility between ferry traffic and residential and commercial uses in the Kingston UGA.

Kingston Policy 21.1. Work with WSDOT to expedite the installation of ferry traffic flow improvement methods to improve traffic flow within the Kingston UGA.

Kingston Strategy 21.a. Support development of the Active Traffic Management System (ATMS) project.

Kingston Strategy 21.b. Until installation of the ATMS system, encourage WSDOT to train staff on traffic management methods that expand access to Kingston businesses and amenities for passengers during ferry wait times.

Kingston Strategy 21.c. Promote the development of a remote ferry vehicle holding lot.

Kingston Strategy 21.d. Support the SR104 realignment project.

Kingston Strategy 21.e. Encourage WSDOT exploration of demand management strategies to reduce peak volumes. Examples include peak fares.

Kingston Strategy 21.f. Review traffic stoplight timing patterns that would prioritize ferry traffic flow within the Kingston UGA.

Kingston Strategy 21.g. Encourage improvements to the Kitsap Transit Ferry dock to allow severe weather use.

Kingston Goal 22.

Provide safe, accessible walk, bike, and roll routes within Kingston and to other communities.

Kingston Policy 22.1. Plan and construct walk, bike, and roll facilities described in the Kingston Complete Streets Study, connecting to those in the greater Kingston area.

Kingston Policy 22.2. Expand ADA compliant sidewalks, connector trails, and walk, bike, and roll routes in greater Kingston.

Kingston Policy 22.3. Ensure new development constructs walk, bike, and roll facilities and community connections in accordance with Kitsap County Code and the Kingston Complete Streets Plan.

Kingston Policy 22.4. Provide bicycle parking at transit and ferry facilities, community centers, and commercial uses within the Kingston Countywide Center.

Kingston Strategy 22.a. Explore traffic calming techniques, where safe and feasible within the Kingston UGA.

Kingston Strategy 22.b. Develop and publish an accessibility rating and description for each walk, ride and roll facilities and parks within Kingston to increase community awareness and user understanding of which sidewalks and trails are accessible to those with mobility limitations.

Kingston Strategy 22.c. Expand sidewalks with development proposals along arterials and collectors, and routes connecting pedestrians and bicyclists within the Kingston UGA.

Kingston Strategy 22.d. Review traffic flow and safety issues for pedestrian and vehicle traffic at SR104 and Barber Cut-off/Parcells Rd in collaboration with WSDOT.

Kingston Strategy 22.e. Expand sidewalks in commercial and residential areas to complete continuous connections between activity centers consistent with Kingston Complete Streets and Kingston Design Standards. These should include:

- Along SR104 from ferry terminal to Lindvog Avenue.
- Along West Kingston Road from Carpenter Creek Bridge to Kingston Middle School.
- Along Ohio Ave NE from SR 104 to Kingston Laborer's Training School.
- Along Lindvog Ave NE from SR 104 to NE 272nd Street.

Kingston Strategy 22.f. Explore increased scoring for non-motorized facilities in local funding programs such as the Transportation Improvement Program.

Kingston Strategy 22.g. Review all utility easements, tax title strips, and unopened right of ways for potential trail connections. For those utility easements considered as feasible for trail routes, negotiate an appropriate agreement for use as a non-motorized trail and/or route.

Kingston Strategy 22.h. Install fog lines along all public roads within the Kingston UGA to improve the safety of non-motorized users.

Kingston Goal 23.

In support of the Kitsap County Non-Motorized Facilities Plan, provide safe, direct routes to multi-user, regional trails within the county and to regional trails in adjacent counties.

Kingston Policy 23.1. On a regular basis, review the Kitsap County Non-Motorized Facilities Plan for new opportunities and status of existing regional routes and trails.

Kingston Strategy 23.a. Prepare a Kingston Trails Plan that identifies the existing system of community connector and recreational trails and routes. Identify and prioritize the community's desired projects and additions to extend the range and accessibility of that system of trails and routes.

Kingston Strategy 23.b. Install signs that identify access points and destinations of the various connector trails and routes.

Kingston Strategy 23.c. Coordinate local trails and routes to the Kitsap County Non-Motorized Facility Plan.

Kingston Strategy 23.d. Submit possible connecting trails and routes to the County via the annual TIP process.

Kingston Strategy 23.e. Ensure public notification to include Kingston community groups before approval of requests vacation of rights-of-way.

Kingston Goal 24.

Improve the safety and appearance of walk, ride, and roll facilities within Kingston UGA as recommended in the Complete Streets Study.

Kingston Policy 24.1. Provide clear walk, ride, and roll road crossings of SR 104, West Kingston Road NE, Barber Cut Off Road NE, and Miller Bay Road for pedestrian routes to activity centers including schools and parks.

Kingston Policy 24.2. Encourage connectivity between existing developments, by providing alternate emergency access/egress routes for residential development currently served by a single access roadway.

Kingston Strategy 24.a. Within the Kingston Countywide Center, explore Street Lights on all streets within the UGA.

Kingston Strategy 24.b. Require planting strips between the roadway and sidewalks and bicycle paths with new development, where feasible.

Kingston Strategy 24.c. Review the Kingston Design Standards to ensure consistency with state and local road standards.

Capital Facilities and Utilities

Kingston Goal 25.

Provide adequate infrastructure capacity to support development of housing diversity, multi-family, and mixed-use housing in the Kingston UGA.

Kingston Policy 25.1. Provide adequate wastewater infrastructure including new and upgraded pump stations to accommodate growth.

Kingston Policy 25.2. Provide adequate stormwater infrastructure focused on regional systems.

Kingston Strategy 25.a. Develop new and expanded pump stations (e.g., 41 and 71) and force and gravity sewers to expand capacity for new growth.

Kingston Strategy 25.b. Develop new stormwater facility to facilitate development in the Kingston Countywide Center (e.g., Kingston Regional Stormwater Facility, Bannister Green Street Project, Eastside Green Street Project and Main Street WQ Treatment Project).



Manchester Subarea Plan

Vision for Manchester

The Manchester Community Plan is a statement of the community values and aspirations for the future. This is an effort to recognize what originally attracted visitors in the past combined with a phasing process of improvements to enhance the atmosphere and visual character of the area. When posed with the question, “What would the perfect Manchester look like?” residents envisioned a village center that acts as a social center with restaurants and cafes, augmented by a food or general store to provide basic needs. It would strive to maintain the small-town charm and quaintness that Manchester currently offers. Of parallel importance is the preservation of the spectacular views of the Puget Sound, the cosmopolitan city of Seattle, Cascade Mountain ranges, and the breathtaking view of Mount Rainier. Residents wish to maintain and enhance their high quality of life as well as the quality of the natural environment. Protection of wetlands, streams and wildlife habitat is highly emphasized. This can be accomplished by expanded infrastructure and environmental protections while maintaining Manchester’s Village atmosphere for visitors and a safe and inviting home for residents.

Manchester Goals, Policies, and Strategies

Public Participation

Manchester Goal 1.

Increase public participation in the implementation of the Manchester Community Plan.

Manchester Policy 1.1. Use the Manchester community website and vehicles such as: Manchester Days, community activities (such as tree lighting) and the Manchester Community Association's educational programs.

Zoning and Development Regulations

Manchester Goal 2.

Maintain and manage growth, density, zoning, and land use consistent with the requirements and policies of the Manchester LAMIRD.

Manchester Policy 2.1. Ensure development is consistent with existing community character.

Manchester Strategy 2.a. Maintain maximum height limits of 28 feet consistent with Manchester view protection overlay.

Manchester Strategy 2.b. Maintain and enforce existing code regarding legacy and nonconforming lots. (Alternative 1 and 2 only, removed in Alternative 3).

Manchester Strategy 2.c. Protect Manchester's existing views including but not limited to Mt. Rainier, the Cascade Mountain Range, Puget Sound, and the Seattle skyline by addressing vegetation height and density regulations.

Manchester Strategy 2.d. All parking lots in the Commercial District should incorporate separate entrance and exit lanes, where possible.

Manchester Strategy 2.e. Increase available parking in the Manchester Village Commercial district by ensuring all new development in the Manchester Village Commercial district provides parking consistent with the Manchester Design Standards.

Environment

Manchester Goal 3.

Protect and enhance the shoreline resources that add to the unique character of the Manchester LAMIRD.

Manchester Policy 3.1. Coordinate with Port of Manchester to achieve a balanced use of their public shoreline facilities to create minimal environmental impact.

Manchester Policy 3.2. Educate the public on issues of wildlife habitat, critical area and shoreline protection, stormwater management and air quality.

Manchester Policy 3.3. Create a plant list that includes native, water retaining, non-invasive, and height-limited vegetation, to encourage replanting native tree and plant species on all properties.

Transportation

Manchester Goal 4.

Provide the citizens the opportunity to participate in the development of transportation planning policy regarding street designs and development patterns that accommodate pedestrians, vehicles, transit users and bicyclists in a balanced way.

Manchester Policy 4.1. All future County projects including but not limited to Beach Dr., Colchester Dr., Chester Rd., Main Street, Madrone Street, Alaska Avenue and California Avenue, should include continuous paved trails/bike lanes for non-motorized use.

Manchester Policy 4.2. Involve the Manchester Community Advisory Committee in the Kitsap County Public Works transportation improvement planning (TIP) process to provide input for and act on all public works plans that affect the Manchester LAMIRD.

Manchester Goal 5.

Encourage design practices to reduce accidents and potential accidents by providing a safe transportation system.

Manchester Policy 5.1. Assess opportunities for traffic calming techniques to improve safety for pedestrians, bicyclists, and vehicles, where feasible.

Capital Facilities and Utilities

Manchester Goal 6.

Provide the availability of sewer service to all residents within the Manchester LAMIRD boundary without expansion of the existing sewer treatment plant.

Manchester Policy 6.1. Provide education to property owners on benefits to sewer service versus existing septic systems.

Manchester Goal 7.

Encourage expansion of the sewer system to all properties within the Manchester LAMIRD boundary through the formation of utility local improvement districts (ULIDs) and other mechanisms.

Manchester Policy 7.1. Require property owners along shorelines or near wetlands or streams to connect to the sewer system if their current system has failed.

Manchester Goal 8.

Support development of a comprehensive approach to stormwater management that encourages coordination between transportation, sewer, stormwater, and private development projects.

Manchester Policy 8.1. Involve the Manchester community in the assessment and prioritization of stormwater capital facility projects.

Manchester Policy 8.2. Continue to identify areas needing improved stormwater infrastructure within Manchester.

Manchester Goal 9.

Promote stormwater management systems that preserve natural drainage systems, such as streams, and construct facilities that complement these systems by taking advantage of opportunities for filtration, infiltration, and flow control where feasible.

Manchester Policy 9.1. Encourage the use of permeable surfaces and other Low Impact Development technologies in new building construction and property development.

Manchester Policy 9.2. Educate property owners through public outreach on the benefits and potential implications when new stormwater regulations are proposed.

Manchester Policy 9.3. Assess cumulative impacts of development on surrounding properties and minimize negative consequences of stormwater runoff on properties.

Manchester Goal 10.

Maintain clear communication between government agencies including the Kitsap Public Health District and Kitsap Sewer Utility as it relates to septic and sewer issues.

Manchester Policy 10.1. Provide materials for residents regarding the importance of septic system maintenance and the process for connection to the public sewer system.

Public Facilities and Parks

Manchester Goal 11.

Ensure public participation for future improvements to public facilities and parks within the Manchester LAMIRD.

Manchester Policy 11.1. Develop strategies for balancing private property rights with public benefit when furthering the public's interest in the waterfront, views, and recreation.

Manchester Goal 12.

Maintain current public facilities.

Manchester Policy 12.1. Coordinate with the Friends of the Manchester Library, the Manchester Foundation Board, and the Port of Manchester Commissioners and Kitsap County concerning any development plans for public facility improvements and additions.

Manchester Goal 13.

Plan for a community center within Manchester.

Manchester Policy 13.1. Encourage discussion of a future community center with groups, agencies, non-profits, and citizens to find a location and secure funding for construction.

Manchester Goal 14.

Expand pedestrian and biking paths.

Manchester Policy 14.1. Develop public right-of ways for the purpose of creating trails and providing foot access along and between the main thoroughfares to connect with Mosquito Fleet Trail and Kitsap Peninsula Water Trails.

Manchester Policy 14.2. Create a walkability map of the Manchester LAMIRD.



Silverdale Regional Center Subarea Plan

Introduction

The Silverdale Urban Growth Area (UGA), located in Central Kitsap County at the north end of Dyes Inlet, was established in 1998 with the adoption of the Kitsap County Comprehensive Plan. In 2006, as part of the adoption of the 10-year update to the Kitsap County Comprehensive Plan, the Silverdale UGA was expanded to encompass approximately 7,400 acres, the Silverdale Subarea Plan was adopted, and Draft Silverdale Design Guidelines were referenced in the Integrated Comprehensive Plan and Draft Environmental Impact Statement.

In 2003, the Kitsap Countywide Planning Policies and Puget Sound Regional Council (PSRC) recognized portions of the Silverdale UGA as a Regional Growth Center for employment and population. Regional growth centers are intended to be dense and diverse urban centers with a regional focus on significant business, cultural, governmental, residential, and recreational activities. Development should result in compact and centralized working, shopping and activity areas linked by transit. PSRC's VISION 2050 includes a goal of attracting 65% of regional population growth and 75% of employment growth to centers and high-capacity transit station areas.

In 2018 and 2020, PSRC updated and more clearly defined the minimum requirements for a Regional Center through the Regional Centers Framework and VISION 2050. In 2021, the Kitsap Regional Coordinating Council (KRCC) updated Kitsap County Countywide Planning Policies to stay consistent with PSRC's Regional Centers Framework and ensure Silverdale is a Regional Center.

PSRC requirements establish minimum requirements for jobs and population, known as “activity units”. Each resident or job counts as one activity unit. To be designated as a regional center, Silverdale Regional Center must have at least 18 current activity units per acre and a planned target of 45 activity units per acre. As of 2024, the Silverdale Regional Center is **acres in size** and includes **activity units**. Note, these numbers will be decided with the adoption of the preferred alternative.

In the 2044 Comprehensive Plan, targeted growth for the overall Silverdale UGA includes 11,416 new jobs and 9,896 new people in the 20-year time horizon through 2044. A large share of that growth is planned to occur within Silverdale Regional Center boundary. Regional Centers may receive additional focus and funding at regional scale. For the County, Silverdale is a place where hallmark planning efforts can take shape, transforming into a hub of economic activity and cultural importance.

Figure 1.17. Silverdale Regional Center Planning Area and Boundary (Alternative 2)



Legend

-  Regional_Center
-  Kitsap County Parks
-  Trails
-  Kitsap Transit Bus Stops
-  Water Trails

0 500 1,000 2,000 3,000 4,000 Feet



**Silverdale Regional Growth Center
Alternative 2**



Figure 1.18. Silverdale Regional Center Planning Area and Boundary (Alternative 3)



Legend

-  Regional_Center
-  Kitsap County Parks
-  Trails
-  Kitsap Transit Bus Stops
-  Water Trails



**Silverdale Regional Growth Center
Alternative 3**



Vision for Silverdale Regional Center

The Silverdale Regional Center Plan (Plan) will guide the evolution of the Silverdale Regional Center from a collection of strip malls and office buildings into a more livable, sustainable, and balanced mixed use urban area serving everyday essentials to residents, employees, and visitors. In accordance with the PSRC regional growth center designation criteria, the Plan will:

- Include a vision for the center that describes the role (economic, residential, cultural, etc.) of the center within the county and region;
- Clearly identify the boundaries of the regional growth center;
- Describes the relationship of the Plan to the County’s Comprehensive Plan, PSRC Vision 2050, and countywide planning policies; and
- Include a market analysis of the regional growth center’s development potential.

Significant housing and job population increases over the next 20 years will transform Silverdale. A key component of the Plan is channeling anticipated growth of Silverdale Urban Growth Area into the Silverdale Regional Center. This will protect the character and scale of Silverdale’s existing neighborhoods while also setting a vision for new and evolving neighborhoods within the Center. The result: a far more vibrant urban community with convenient access to commercial, service, and cultural activities.

Silverdale's substantial Dyes Inlet waterfront and upland water views are the Regional Center’s biggest visual and physical amenity. Protecting and enhancing this asset will play a big role in the community’s growth and character. Public assets include the Silverdale Waterfront Park, Old Mill Park, Clear Creek Trail, Port of Silverdale Boat Ramp, and Bayshore Drive. Numerous private developments and businesses take advantage of the waterfront setting, including the Christa Shores Senior Living complex, Best Western Plus Silverdale Beach, Oxford Suites Silverdale, Golden Tides II, the Yacht Club broiler, among other establishments. Further enhancing access to the waterfront and promoting infill development that strengthens the community’s waterfront character and setting is essential.

Figure 1.19. Silverdale’s Dyes Inlet waterfront setting and upland water views.



A multimodal network linking the waterfront amenities with other destinations, parks, riparian

corridors, tree lined streets, active and passive plazas, and other shared urban spaces, is fundamental to the Silverdale Regional Center’s livability. Connectivity will be achieved by incentivizing mixed use developments and providing easy, safe, and enjoyable walk, bike, roll, transit, and vehicle connections to residential, retail shopping, major public facilities, open space, and connections between communities. A vibrant retail core and strong residential community can be sustained and enhanced by making walk, bike, and roll circulation a priority.

Figure 1.20. A vision for Silverdale: a mixed-use center with welcoming streetscapes and open spaces



The Urban Community & Design, Connectivity & Mobility, Environment, Economic Development and Housing Elements in this Plan lay the groundwork for urban density development that creates a sense of place, promotes an active transportation system for pedestrians, cyclists, transit, and cars, and protects and includes the natural environment - all without sacrificing Silverdale’s existing character and vitality. The Silverdale Regional Center’s growth and transformation will not happen overnight. Key capital investments in multimodal transportation facilities that connect parks and open spaces will encourage and support the redevelopment of the Silverdale Regional Center.

To accomplish our goal of transforming Silverdale, we must take action: Grow density, increase investment, seek out and welcome both new development and redevelopment; encourage forward-thinking opportunities that redefine the intersection between retail and residential. This, all while highlighting and providing greater access to Old Town, Dyes Inlet, and the remarkable views of water and mountains that surround Silverdale will enable it to become a first- class waterfront city.

“An Emerging Downtown”

Downtown Silverdale is an unincorporated regional growth center with different types of commercial, office, civic and residential patterns. There is no coherent or integrated downtown/community center area because of the historical, incremental growth pattern. However, most of the activities and functions of a downtown and civic/community center are present. Lacking are well-defined nodes, a compact human-scale, and strong physical and circulation connectors between and among the various places and districts.

Shopping centers throughout North America are undergoing significant design changes due to market forces, competition, and aging malls. Due to these pressures, a changing development pattern will

benefit the long-term viability and health of Silverdale. For example, closings of some large-scale retailers in other similar centers have created opportunities for compact pedestrian-oriented residential and mixed-use redevelopment. Such changes can help to create a true “center” for communities and spur similar developments on adjacent properties. As large areas of Silverdale’s Regional Center are devoted to large scale retail uses, these areas provide opportunities for future transformation into a “Town Center”, with mixed-use developments of residential, office, retail, civic, and cultural uses.

Town Centers often serve as a focus of community life for surrounding areas. They provide basic retail services and gathering or leisure places for residents. They contain shared parking, provide town squares or village greens as central gathering areas, and capitalize on natural environmental features as desired amenities. The residential uses are deemed the “glue” for Town Centers, providing an on-site population. Libraries, community centers, exercise facilities and other public or semi-public uses are often included.

Silverdale Context

This section documents subarea assets, challenges, and opportunities plus the physical context, population, housing, and employment characteristics, the transportation context, development characteristics and trends, and open space patterns.

Assets

Silverdale is a regional commercial center with a wide range of retail and service uses and amenities, including:

- **Healthy regional center.** Silverdale is centrally located to serve the greater Kitsap Peninsula and is healthy economically.
- **Waterfront setting.** The considerable Dyes Inlet shoreline serves as one of the character-defining features of the subarea in terms of views and as a recreational amenity.
- **Diversity of shops and services.** Silverdale features a great variety of retail and service businesses, eateries that serve the local and regional community.
- **Centralized in the regional transportation network.** Located at the junction of State Routes 3 and 303, it’s easy to get to and from Silverdale from anywhere on the Kitsap peninsula.
- **Clear Creek corridor.** Clear creek and its corresponding trail and riparian corridor is a visual, recreational, and environmental amenity centralized within the subarea. The corridor has and will continue to be an attractive draw for residential development.
- **Schools, parks, and recreational uses.** The subarea is rich with schools and recreational amenities, including the recently rebuilt Central Kitsap Middle School and High School, the new Haselwood Family YMCA, Silverdale Waterfront Park, Old Mill Park, and Linder Softball fields.

Challenges

Silverdale does not feature a coherent “center” due in part to its incremental development pattern, outer suburban location near the junction of two state highways, and the lack of plan to create a community. Key challenges:

- **No identifiable center.** Like many other outer suburbs that were developed late in the 20th Century, Silverdale lacks a true pedestrian-oriented focal point. This makes it more challenging

- to create an identifiable center, let alone encourage pedestrian oriented forms of development
- **Arterial dominated road network.** The limited network of streets and large-scale retail development pattern has created a context of superblocks that creates circulation challenges for all modes of travel, particularly non-motorized forms. The resulting form creates an unwelcoming environment for pedestrians.
 - **Market conditions for compact urban development.** The outer suburb location and auto-dominated character create a challenging environment for encouraging the compact pedestrian-oriented forms of development that are desired for the subarea.
 - **Disjointed land uses.** The incremental and unplanned nature and form of development in much of the subarea has created a disjointed development pattern where uses are often disconnected to all other uses around them. This makes it hard to create synergy between uses and promote walking.

Figure 1.21. Big box retail stores and large parking lots dominate the visual character of Silverdale



Opportunities

Despite the challenges noted above, Silverdale features enough assets that when combined with thoughtful planning, enhanced development regulations, and community management and leadership, that the subarea can achieve its vision:

- **Emphasize and enhance the Waterfront.** Prioritize waterfront areas and connections to the waterfront with public improvements and updates to zoning and design regulations that enhance the character, visibility, and accessibility of the Waterfront.
- **Plan for enhanced connectivity.** Identify future connections and update zoning and design provisions that integrate new pedestrian and vehicular connections in conjunction with new development.
- **Today's parking lots are tomorrow's development opportunity.** Kitsap Mall's large parking lots and other large parking lots serving big box stores provide some of Silverdale's best opportunity areas to transform the area into a vibrant pedestrian-

oriented mixed-use community. Update zoning and design provisions to anticipate this change.

- **Orient to trails.** Clear Creek Trail is a tremendous asset to Silverdale and zoning and design regulations could be updated to promote development that orients towards the trail and riparian corridor as an amenity.
- **Build upon the unique character of Old Town.** Zoning and design regulations could be updated to reinforce and enhance Old Town’s human scaled development pattern.
- **Be strategic and opportunistic.** The mix of current uses, large parcel ownership patterns, and evolving business and real estate environment, require that Silverdale and the County will need to be strategic in terms of investment and partnerships to ultimately achieve the community’s vision. Particularly as some sites may continue current uses and development forms through the plan’s 20-year time horizon, whereas some unexpected vacancies may arrive on sites owned by forward thinking property owners.

Figure 1.22. Old Town Silverdale



Physical Context

Key features that help define Silverdale’s physical context include:

- Dyes Inlet and its northern shoreline
- Clear Creek and riparian corridor extending south into Dyes Inlet from the Silverdale highlands to the west, north and east
- Wetlands to the north/northeast of downtown, buffering downtown from Highway 303
- Strawberry Creek and riparian corridor extending south and east into Dyes Inlet from West Hill
- An underground drainage in a culvert that flows into Dyes Inlet at Bay Shore Drive, referred to in the design guidelines as “Silverdale Creek”
- Wooded slopes along the eastern edge of West Hill Neighborhood and along the western slopes of lower Bucklin Ridge south of Highway 303

- Old Town, a compact block grid district along the northwest shoreline of Dyes Inlet
- A regional commercial and office center, with Kitsap Mall as the dominant retail type (enclosed mall).

Population, Housing, and Employment Characteristics

In 2022, the population in the Silverdale Regional Center was 2,270 people and includes 1,371 total housing units. Silverdale provides a total of 8,740 jobs and continues to be an important economic center that contributes to the regional economy, however, a more balanced ratio of housing units to jobs would improve the vitality of the area.

Jobs in Silverdale are most heavily focused in the Services and Retail Sectors, at 56% and 29% respectively. With the expansion of St. Michael Medical Center, Silverdale will continue to play an important role in servicing the County's growing health care needs.

To service a housing need to all household incomes, the County will need to focus on diversifying its housing stock, with much of that effort taking place in Silverdale. In 2021, 19% of the housing in the Center was Single-Family detached, 28.4% moderate-low density, 21.1% moderate-high density, and 31% high density. Many residents in Center are renters, and 29.8% of those renters are considered "cost burdened" and 29% considered "severely cost-burdened", which is higher than both the Region and for other Regional Growth Centers.

Transportation and Street Network

The Principle Arterial Street network consists of Silverdale Way (north – south) and Kitsap Mall Blvd/Ridgetop Blvd (east – west) providing the primary access to and cross routes for the Center. The Minor Arterial Street network consist of Mickelberry Rd., Myhre Rd., and Randell Way (north – south) and Bucklin Hill Rd., Anderson Hill Rd., Randle Way, and Myhre Rd. (east – west) providing significant secondary connections to and within the Center. This Arterial system forms large or "super" blocks within the Center.

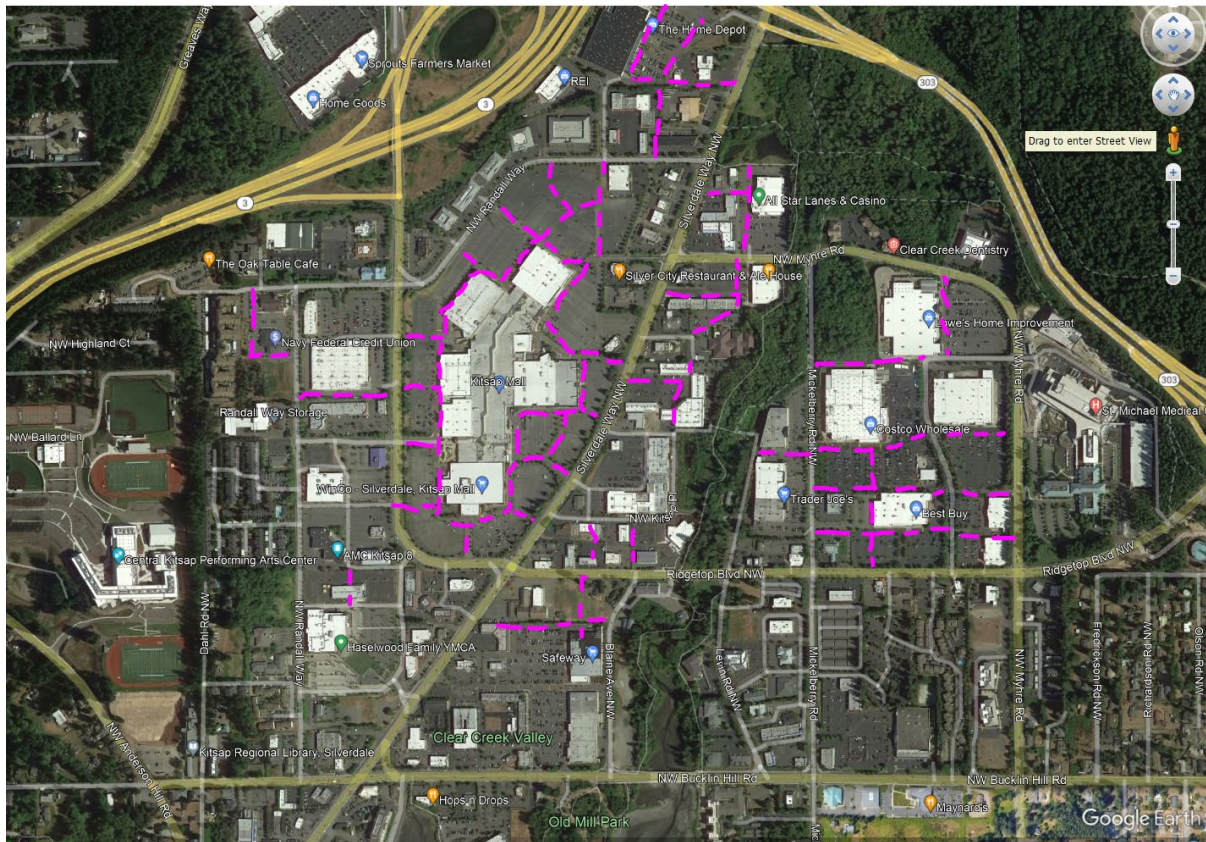
Internal vehicle movement within the super blocks is by a small number of local County roads, private roads, large commercial driveways, and through large and small parking lots. The local road/driveway network has a wide range of functional, access, and designs.

Major connectivity challenges exist, such as:

- Major arterials with five lanes act as barriers between districts and make an uncomfortable environment for pedestrians.
- Shopping plazas are setback from the street, disconnected from streets by large surface parking lots.
- Old Town is a small peninsula oriented to Dyes Inlet and bounded and contained essentially by Silverdale Way and Bucklin Hill Road.
- West Hill Neighborhood is insulated from the remainder of downtown by a sharp rise in

topography along its eastern edge.

Figure 1.23. Possible circulation enhancements in Silverdale.



The dashed colored lines indicate an example of enhancing the circulation network in conjunction with new development and redevelopment over time. Some of the dashed lines may be public streets and others include through-block connections in a variety of forms. Many of these already function as private roads/through-block connections. But as conditions promote redevelopment activity, these connections take on a greater importance for both community mobility and livability. The exact location of the local streets may vary as redevelopment takes place.

Building Configurations and Types

Buildings in Silverdale, excluding major portions of Old Town and the West Hill Neighborhood, are shopping malls, shopping centers and plazas composed of one- story commercial buildings oriented to large surface parking areas, and stand-alone commercial or office buildings with parking on two to four sides of the buildings. Pedestrian entrances for most buildings are from the parking lots rather than streets. Most buildings have individual access drives to arterials, are one-story in height with higher buildings at Kitsap Mall, Bucklin Hill Road/Silverdale Way intersection, Northeast Business Park, and a scattering throughout downtown.

Development Characteristics and Trends

Silverdale is typical of outer suburbs of the greater Puget Sound area largely developed after World War

II in terms of low-scaled auto-oriented development forms. This includes:

- Single-story commercial areas served by large parking lots on two to four sides of buildings.
- Walk-up apartment developments also dominated by surrounding surface parking lots.
- Single family subdivisions around the perimeter of commercial areas.
- Scattered mid to late century larger lot single family homes (some of which have been replaced by development types above).

Silverdale is unique in that it includes a large hospital and spin-off medical facilities and office buildings. Outside of Kitsap Mall, these are the largest buildings in Silverdale.

Recent local developments and regional trends indicate that these development forms will continue and/or emerge in the near future in Silverdale:

- Adaptive reuse of existing commercial buildings. While the brick-and-mortar retail environment have faced increasing regional and national challenges due to online retailing, Silverdale’s retail environment, based on the very limited number of vacancies, appears very resilient. If and when one store leaves, another use typically replaces it and often makes tenant improvements
- Increasing demand for apartments, including increasingly larger buildings and developments. While there may still be some viability for three-story garden apartments, larger four and five-story buildings may become more common in Silverdale, depending on the context (particularly sites with views).
- Vintage at Silverdale has proven that there’s a market for senior housing in the subarea. There’s likely to be more soon given demographics, local medical infrastructure, and other community amenities.
- Townhouse developments are likely to become more popular, given their efficiency and desire for homeownership.

Open Space Patterns

Silverdale has an open space pattern represented by natural features such as Dyes Inlet and shoreline, Strawberry Creek and riparian corridor, Clear Creek and riparian corridor, and wooded slopes to the west in West Hill Neighborhood and to the northeast in the Northeast Business Park. The existing Community Campus site provides tree cover and open space. Kitsap Mall provides a privately owned enclosed pedestrian mall and courts for consumers using that facility. There is a deficiency of pedestrian open space in the commercial development pattern of downtown Silverdale.

The natural open space pattern forms a north/south “V” shape within Silverdale, providing an existing open space spine that extends from Dyes Inlet on the south edge of downtown to Highway 303. Strawberry Creek drains out of West Hill to and through Old Town and into Dyes Inlet. A drainage channel, named “Silverdale Creek” for reference in the guidelines, enters Dyes Inlet immediately southeast of Bucklin Hill Road and Bay Shore Drive.

Silverdale Regional Center Goals and Policies

Urban Community and Design

Vision: Inspire a healthy, inter-connected urban community where pedestrians are priority, buildings and open space are openly inter-related, the site and design makes a positive contribution to the public realm, and ultimately, people thrive in vibrancy, whether working or living in Silverdale.

Goal 1. Compact, Urban, Pedestrian-Oriented Community

Create a compact, visually attractive, mixed use, urban community that prioritizes pedestrian safety and comfort and enhances the quality of life for all who live, work, or visit the Silverdale Regional Center.

Silverdale Regional Center Policy 1.1. Adopt and update development and design standards which prioritize urban form and quality pedestrian-oriented development. Key elements include:

- Streetscape design standards to ensure that sidewalk widths, street tree, landscaping, lighting, and street furniture provisions meet the community's vision.
- Block frontage standards that identify areas where pedestrian-oriented storefronts should be required versus encouraged, standards for ground level residential uses to help create a welcoming streetscape while providing privacy for residents, and identifying where off-street parking areas adjacent to the street are appropriate versus inappropriate.
- Standards for development frontages along Clear Creek Trail to enhance the safety and character of the trail, while better using the trail as an amenity for development.
- Standards for how commercial, mixed-use, and multifamily developments address the design of side and rear yards to create coordinated development (where possible) while enhancing the design and livability of developments.
- For medium to large sized retail uses, include modest pedestrian-oriented space standards to ensure that some combination of wider sidewalks, courtyards, and open spaces are integrated into the development.
- Minimum useable open space /recreation standards for residential development that are reasonable and necessary for community livability.
- Internal pedestrian access standards to help create a functional and welcoming pedestrian environment.
- Landscaping standards that enhance the character and livability of developments, while buffering undesirable views.
- Service element design standards to ensure that these elements are thoughtfully integrated into the development and minimize impacts to livability.
- Building massing and articulation standards to ensure that buildings employ features to

reduce the perceived scale of large buildings and enrich the streetscape and visual character of the community.

- Standards requiring the integration of design details and small-scale elements into building façades that are attractive at a pedestrian scale.
- Building materials standards that help ensure the use of quality building materials and design treatments that enhance the character of buildings.
- Standards that ensure that there are no large untreated blank walls facing the street in commercial, multifamily, and mixed-use areas.

Silverdale Regional Center Policy 1.2. Foster the development of a pedestrian-oriented retail/mixed-use focal point for Silverdale. This can be accomplished by:

- Collaborating and where possible, partnering with property owners and developers of key properties on such plans.
- Creating block frontage standards identified in Policy 1.1 to identify the location and extent, or opportunities, for such main street or pedestrian-oriented retail focal point and craft the standards to ensure that new development implements that vision.

Silverdale Regional Center Policy 1.3. Coordinate, and where possible, partner with property owners and developers to integrate pedestrian, bicycle, and gathering space amenities into developments.

Silverdale Regional Center Policy 1.4. Promote pedestrian-oriented development to encourage human-scale connectivity within the Center.

Silverdale Regional Center Policy 1.5. Reduce the number of drive-through developments in the center to promote pedestrian-oriented development.

Silverdale Regional Center Policy 1.6. Strengthen the pedestrian connections from existing Kitsap Mall concourses to surrounding streets. This can occur by extending the enclosed concourses towards the street and/or by constructing pedestrian and open space improvements.

Silverdale Regional Center Policy 1.7. Promote the integration of “Quadrangle” and courtyard open space features as a part of the Northeast Business District development pattern.

Goal 2. Waterfront Community

Emphasize and enhance Silverdale’s waterfront as a character-defining feature of the community.

Silverdale Regional Center Policy 2.1. Evaluate and update current zoning and design standards to ensure that new development enhances the pedestrian environment and the visual character of the waterfront.

Silverdale Regional Center Policy 2.2. Collaborate with property owners and developers to help foster development that enhances the pedestrian environment and the visual character of the waterfront.

Silverdale Regional Center Policy 2.3. Enhance the community’s physical and visual connection to the waterfront via public improvements, updating connectivity standards for new development, and coordinating with property owners and developers to facilitate improvements.

Silverdale Regional Center Policy 2.4. Prioritize pedestrian and streetscape improvements in Old Town to enhance the neighborhood’s visual character, safety, and access to the waterfront. This is most critical at intersections.

Silverdale Regional Center Policy 2.5. Prioritize the maintenance and improvement of Silverdale Waterfront Park, Clear Creek Trail, and other public waterfront lands on Dyles Inlet.

Goal 3. Parks and Open Space

Create a system of interconnected parks, open space, trail systems that serve the needs of all Silverdale residents.

Silverdale Regional Center Policy 3.1. Make parks and open space accessible to all ages and ability, with specific attention to the needs and locations of vulnerable populations.

Silverdale Regional Center Policy 3.2. Provide well-landscaped, non-motorized connections and locate them in areas that link the Waterfront with other destinations, parks, riparian corridors, and other shared urban spaces.

Silverdale Regional Center Policy 3.3. Improve and extend the existing Clear Creek Trail network in conjunction with redevelopment activity on adjacent sites and by supporting a public/private partnership to increase connectivity to surrounding uses. Provide for viewing facilities, pedestrian bridge(s) and continuous trails and paths along both sides of the creek. The trail shall be identified as an important connection to surrounding pedestrian and bicycle infrastructure.

Silverdale Regional Center Policy 3.4. Expand an interconnected system of nonmotorized trails and parks to increase mobility within Silverdale, provide health and transportation benefits, emphasize recreational benefits and connect to the larger, regional land and water trail systems.

Silverdale Regional Center Policy 3.5. Prioritize and invest in new parks, open space and trail projects within the regional center.

Silverdale Regional Center Policy 3.6. Promote the development of Complete Streets and Green Streets throughout Silverdale Connect existing and planned parks and open space with a network of Complete Streets, Green Streets and Trails.

Silverdale Regional Center Policy 3.7. Integrate natural features such as wetlands, riparian corridors, and hillside views into site design as amenities. Protect them as environmental resources and provide access to the natural landscape.

Silverdale Regional Center Policy 3.8. Include native and low maintenance landscaping installations with new road, pathway, and development projects.

Silverdale Regional Center Policy 3.9. Develop mechanisms to maintain landscaping throughout Silverdale Center.

Silverdale Regional Center Policy 3.10. Encourage and pursue the integration of plazas and open spaces in commercial and mixed-use areas that promote shoppers to linger and provide amenities to residents and employees.

Figure 1.24. Examples of integrated plazas and open spaces.



Silverdale Regional Center Policy 3.11. Allow partial fee-in-lieu payments of onsite open space requirements to fund central park areas and trails.

Silverdale Regional Center Policy 3.12. If and when Kitsap Mall redevelops with urban residential and mixed-uses, integrate open space, parks, and/or plazas into the development, particularly along the southern and eastern edges of the mall.

Goal 4: Urban Development Standards

Establish development standards based on urban, rather than suburban densities and needs.

Silverdale Regional Center Policy 4.1. Strategically increase building heights and density to promote pedestrian-oriented forms of development that can be served by structured and underground parking.

Silverdale Regional Center Policy 4.2. Evaluate and update dimensional standards to help facilitate pedestrian-oriented forms of development.

Silverdale Regional Center Policy 4.3. Reduce minimum parking requirements to help facilitate pedestrian-oriented forms of development.

Silverdale Regional Center Policy 4.4. Codify established design standards and redevelopment standards.

Silverdale Regional Center Policy 4.5. Establish incentives for desired development types and forms through enhanced or expedited permit processes.

Silverdale Regional Center Policy 4.6. Evaluate and simplify design standards to provide a higher level of predictability while integrating strategic provisions for flexibility.

Connectivity and Mobility

Vision: Create a multi-modal transportation system that supports an increasing number of people living, working, and visiting Silverdale and increases the ability to access destinations without the need for a personal automobile.

Goal 5: Coordinate Transit and Land Use

Facilitate a coordinated land use and transportation pattern that reduces the reliance on the single occupancy vehicles (SOV).

Silverdale Regional Center Policy 5.1. Implement transportation demand management and commute trip reduction strategies.

Silverdale Regional Center Policy 5.2. Promote transit ridership to reduce greenhouse gas emissions.

Silverdale Regional Center Policy 5.3. Collaborate with Kitsap Transit to improve the speed and reliability of transit service in Silverdale.

Silverdale Regional Center Policy 5.4. Ensure public transit services within the Center, Silverdale UGA, and surrounding communities have routing, frequencies, and levels of service to promote public transit as a viable alternative for daily transportation needs within and between communities and which supports the County's land uses.

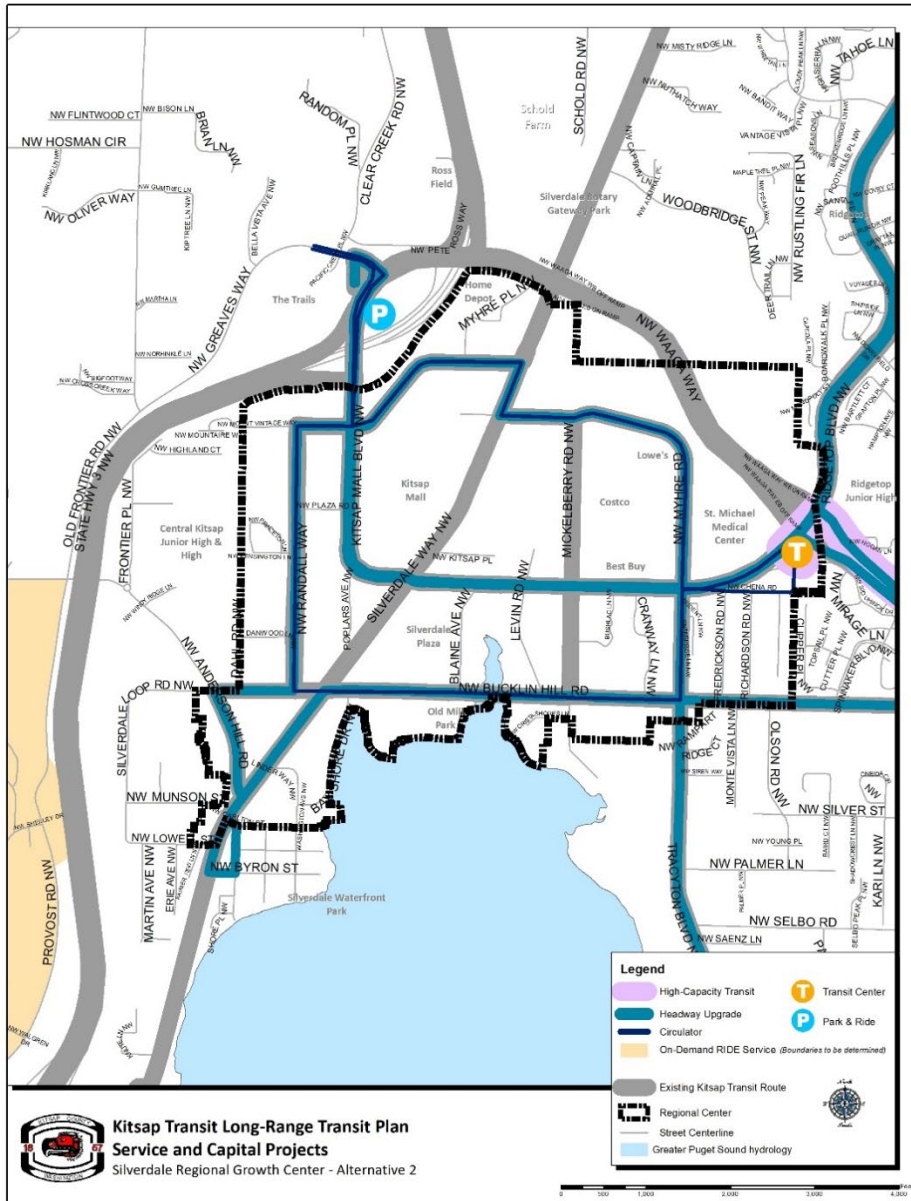
Silverdale Regional Center Policy 5.5. Ensure that Express and Bus Rapid Transit services providing services between communities are routed through and provide direct access within the Silverdale, Central Kitsap, and Bremerton Urban Growth Areas to support access and mobility within the communities and connections between communities.

Silverdale Regional Center Policy 5.6. Collaborate with Kitsap Transit to provide an alternative to SOV trips, including commute trip reduction, shared vehicles (i.e., Zip Cars, Scoot Cars) Bike Share, ORCA card passes, and other strategies.

Silverdale Regional Center Policy 5.7. Promote and support Transit Oriented Development in coordination with Kitsap Transit, primarily by increasing population and employment density near high-capacity transit stations.

Silverdale Regional Center Policy 5.8. Invest private and public funds in architecture and circulation facility design that supports transit choices such as transit facing entries, weather protection and pedestrian connections between buildings and community spaces, and transit stop spacing that supports fast, efficient transit.

Figure 1.25. Kitsap Transit long range transit plan, service and capital projects.



Goal 6: Transportation Network

Create a street and pathway system that supports the land use and transportation vision for the re-development of Silverdale.

Silverdale Regional Center Policy 6.1. Maintain a seamless, interconnected, safe and convenient pedestrian and bicycle network to build a reputation of a Silverdale as a bicycle and pedestrian-friendly community.

Figure 1.26. Bicycle infrastructure examples.



Silverdale Regional Center Policy 6.2. Create connectivity/maximum block size standards that apply to new large-site development and redevelopment. *Specifically:*

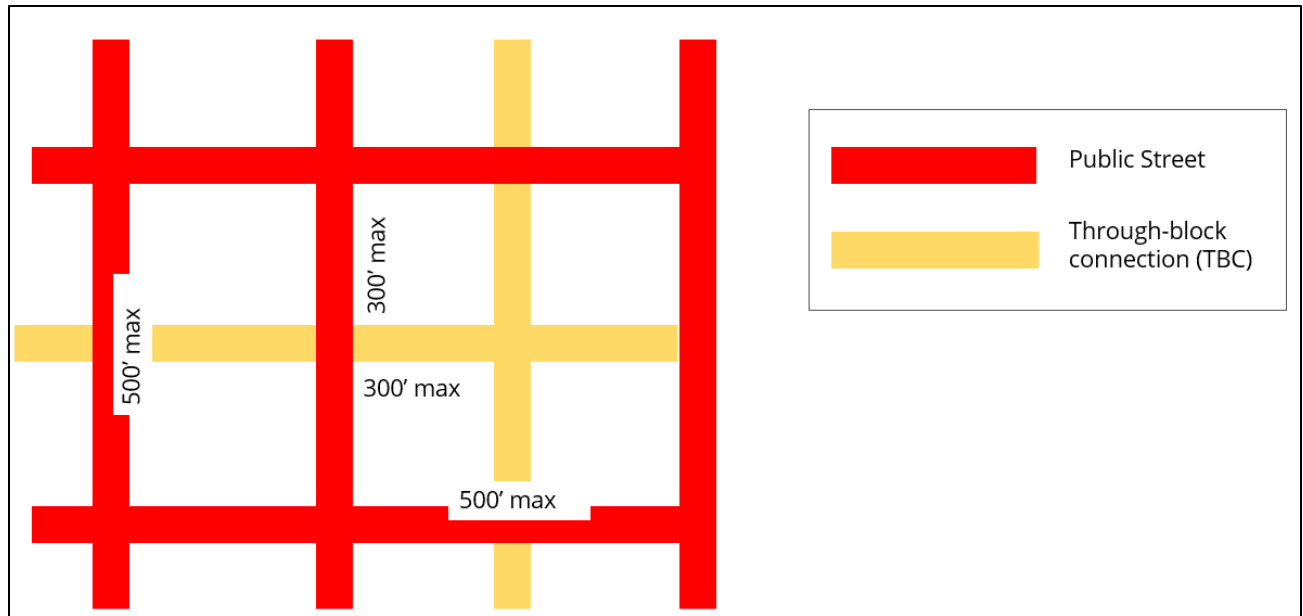
- The standards should be tiered to allow larger block sizes provided through-block connections are integrated to enhance connectivity.
- The standards for block sizes should vary depending on the zone and corresponding permitted intensity of development, with those areas emphasizing a mixture of pedestrian-oriented commercial and multifamily blocks being the smallest (no more than 300 feet long between a street and through-block connection).
- Through-block connections may be a mixture of private streets, alleys, woonerfs (narrow curbsless routes designed to allow pedestrians and vehicles to share the same lane), and pedestrian-only connections.

Figure 1.27. Examples of through-block connections



A woonerf, or shared street (left image), a landscaped passageway (middle), and an urban passageway (right image).

Figure 1.28. Circulation network example integrating public streets and through-block connections.



Silverdale Regional Center Policy 6.3. Promote the desired urban form of Silverdale by focusing first on street design and streetscapes.

Silverdale Regional Center Policy 6.4. Design streetscapes that are safe and inviting for pedestrians and alternative walk, bike, and roll. This includes providing simple design standards for building frontages along public and private streets and through-block connections to help ensure that there's "eyes on the street" and other Crime Prevention Through Environmental Design (CPTED) principles.

Silverdale Regional Center Policy 6.5. When locating and designing facilities within the Active Transportation System, consider the health and equity impacts on vulnerable populations, including low- income, children, the elderly, and those with disabilities.

Silverdale Regional Center Policy 6.6. Pursue County Road Improvement District (CRID) and Utility Local Improvement District (ULID) options for the Silverdale Regional Center.

Silverdale Regional Center Policy 6.7. Partner with Washington State Department of Transportation (WSDOT) and local property owners to improve connections between arterial streets and state highways.

Silverdale Regional Center Policy 6.8. Invest in multimodal transportation infrastructure that offers an alternative to single-occupancy vehicle travel and encourages a mix of travel choices.

Silverdale Regional Center Policy 6.9. Create a wayfinding signage program with a priority on gateway signage.

Environment

Vision: Build a community that features nature into this developing urban community, creates landscapes that restore both nature and human activity, and cares for and preserves the natural environment for ourselves and future generations.

Goal 7: Stormwater

Improve stormwater quality and management.

Silverdale Regional Center Policy 7.1. Coordinate development with stormwater detention and treatment as part of the larger regional stormwater system.

Silverdale Regional Center Policy 7.2. Incentivize development that utilizes Low Impact Development (LID) Practices which improve stormwater quality and runoff flow control beyond minimum standards.

Silverdale Regional Center Policy 7.3. To protect wildlife habitat areas and minimize adverse stormwater impacts, minimize grading of landforms and the extent of soil and vegetation disturbance in new development.

Goal 8: Enhance Critical Areas

Enhance wetlands and the riparian corridors to improve environmental functions and fish and wildlife habitat.

Silverdale Regional Center Policy 8.1. Incentivize the restoration or rehabilitation of wetlands and riparian corridors as part of new development or re-development. Encourage clustering of development in a manner that both preserves and celebrates these areas as amenities to nearby development.

Silverdale Regional Center Policy 8.2. Connect natural areas to stream corridors and open spaces outside the Silverdale Regional Center.

Silverdale Regional Center Policy 8.3. Promote the integration of interpretive signage along nature trails that helps to educate users to the features and benefits of wetlands and riparian corridors.

Silverdale Regional Center Policy 8.4. Collaborate with property owners to ensure the completion of creek restoration or revitalization plans.

Silverdale Regional Center Policy 8.5. Enhance Strawberry Creek and riparian corridor by including an expanded riparian area in the vicinity of Linder Field and Silverdale Way, public access or viewing facilities, trails, and paths along key portions of creek, and public access at the confluence of the creek and Dyes Inlet.

Silverdale Regional Center Policy 8.6. Protect and enhance Silverdale Creek through daylighting where feasible as a part of private development north of Bucklin Hill Road.

Goal 9: Sustainable Community

Create a sustainable community, consistent with Kitsap County's Comprehensive Plan Sustainability Policies.

Silverdale Regional Center Policy 9.1. Support projects that increase air quality, reduce carbon emissions, or reduce climate change impacts.

Silverdale Regional Center Policy 9.2. Support electric transportation infrastructure and provide incentives for commercial or multifamily developments that include Level 2 or 3 charging stations.

Silverdale Regional Center Policy 9.3. Establish a Sustainability Building Strategy for Silverdale. Maintain innovation as a key to the County's sustainability efforts.

Silverdale Regional Center Policy 9.4. Encourage buildings and infrastructure in the public and private sectors which:

- Use less energy and have a lower climate impact.
- Use recycled water to reduce consumption of potable water.
- Are less toxic and healthier.
- Increase filtration and circulation of clean air more frequently.
- Incorporate recycled, third party green certified, and locally produced materials.
- Reduce stormwater runoff.
- Provide wildlife habitat.
- Use green building technologies, products, and processes.

Silverdale Regional Center Policy 9.5. Support the development of community gardens as a valid option to comply with an open space requirement.

Silverdale Regional Center Policy 9.6. Retain existing trees in critical areas and their buffers, along designated pedestrian corridors and in other urban green spaces. Plant new trees at all available opportunities, recognizing their micro-climate, urban design, health, and livability benefits.

Goal 10: Reduce Greenhouse Gas Emissions

Develop greenhouse gas emissions reduction ratio targets and achieve them through land use, transportation, commercial and residential building construction, and site development strategies.

Silverdale Regional Center Policy 10.1. Strive to meet GHG emissions targets set in VISION 2050.

Silverdale Regional Center Policy 10.2. Pursue an Energy and Climate Plan for Silverdale.

Silverdale Regional Center Policy 10.3. Emphasize and incentivize compact mixed-use and transit-oriented development forms in the Silverdale Regional Center so that people living in close proximity and have convenient access to goods and services, preferably within walkable distances.

Silverdale Regional Center Policy 10.5. Support a multi-modal transportation system so that all people who live and work in the Center have a variety of convenient low- or no-emission transportation options.

Silverdale Regional Center Policy 10.6. Establish a program to support energy efficiency retrofits of existing buildings which will not be redeveloped in the short term.

Silverdale Regional Center Policy 10.7. Work with Puget Sound Energy to expand participation in the Green Power Program.

Economic Development

Vision: Foster re-development through processes that balance flexibility and predictability, effective use of financial incentives, and cultivation of public/private partnerships that result in mutually beneficial solutions.

Goal 12: Economic Growth

Maintain Silverdale's economic engine by accommodating and attracting most of the anticipated job and housing growth for the Silverdale Urban Growth Area in the Regional Growth Center.

Silverdale Regional Center Policy 12.1. Promote up-front investments and placemaking strategies that act as a catalyst for redevelopment.

Silverdale Regional Center Policy 12.2. Invest in infrastructure—in advance of residential, commercial, and industrial development when necessary—to encourage new development or re-development in support of planned growth.

Silverdale Regional Center Policy 12.3. Require conduit and/or fiber to be installed as part of all street and utility projects that are at least one block in length.

Silverdale Regional Center Policy 12.4. Craft design standards that enhance the livability of developments by creating safe and inviting pedestrian routes, integrating open spaces and amenities, and creating attractive and welcoming block frontages. Such improvements will then enhance the setting for subsequent nearby development.

Goal 13: Effective Outreach

Educate the public about the benefits associated with the Silverdale Regional Growth Center planning efforts.

Silverdale Regional Center Policy 13.1. Work with the Greater Kitsap Chamber, the Kitsap Economic Development Alliance and other cooperating agencies and groups to promote the Silverdale Regional Growth Center as a desirable destination to live, work, and play. This also should include efforts that support business formation, retention, expansion, and recruitment in Silverdale.

Silverdale Regional Center Policy 13.2. Collaborate with key stakeholders and landowners to envision redevelopment projects that include significant public benefit.

Silverdale Regional Center Policy 13.3. Improve access and visibility of old town Silverdale.

Housing

Vision: Nurture a community that accommodates a diversity of income levels, activities, amenities, open spaces, gathering places, recreation, and mobility options that all contribute to a self-sustaining community where people aspire to live, work and play.

Goal 14: Housing Growth

Locate a majority of Silverdale Urban Growth Area housing growth in the Silverdale Regional Growth Center.

Silverdale Regional Center Policy 14.1. Strategically increase building heights and density together with strengthening design standards to enhance the character and livability of new developments.

Silverdale Regional Center Policy 14.2. Incentivize the development of higher density residential buildings in the Silverdale Regional Center. *Examples of incentives may include:*

- Increased height allowance and/or reduced parking requirements for projects that commit to frontage improvements, affordable housing provisions, senior housing provisions, mixed use development, or additional open space provisions.
- County government fee reductions.
- Expedited permitting.
- Use of incentives authorized by the State of Washington.
- Design elements that support multi-modal transportation.

Silverdale Regional Center Policy 14.3. Streamline and customize regulations to fit the needs of infill and redevelopment. Regulations shall reduce barriers and provide incentives to foster infill and higher intensity development.

Silverdale Regional Center Policy 14.4. In preparation for housing growth, create strategies to avoid displacement and preserve existing affordable housing units.

Goal 15: Housing Diversity

Prioritize the development of housing across all income levels in Silverdale, including but not limited to worker, middle-income, and low- and moderate-income housing.

Silverdale Regional Center Policy 15.1. Create and implement a multifamily tax incentives (MFTE) program, including a 12-year option for projects that include affordable housing (See Appendix B).

Silverdale Regional Center Policy 15.2. Monitor effectiveness of policies overtime, specifically focusing on creation of new housing types and availability to various income segments.

Implementation

Short Term: 0-3 years

Medium Term: 4-7 years

Long Term: 7+ Years

Ongoing

Figure 1.29. Silverdale Regional Center Implementation Table

Action	Timeline	Responsibility
Urban Community and Design		
Adopt and update development and design standards which prioritize urban form and quality pedestrian-oriented development.	Short-Term	DCD; PW
Update design standards to consolidate and simplify design districts.	Short-Term	DCD
Strategically increase building heights and density and lower parking requirements to promote pedestrian-oriented forms of development.	Short-Term	DCD; PW
Conduct a parking study for the Silverdale Center area that includes community outreach and participation, data collection and analysis, and develops recommendations on new policies to right size future parking.	Short-Term	DCD; PW
Develop parking minimums, and consider maximums, to limit how much parking is developed and ensure they are not resulting in a disconnect in the amount of parking provided and land use goals.	Short-Term	DCD

Action	Timeline	Responsibility
Collaborate and partner with property owners of key properties to: (1) Foster the development of a pedestrian-oriented retail/mixed-use focal point for Silverdale; (2) foster development that enhances the pedestrian environment and the visual character of the waterfront and (3) integrate pedestrian, bicycle, and gathering space amenities into developments.	Ongoing	DCD; PW
Define areas within the center where to focus streetscape improvements, storefronts and mixed-use development, and cultural focal points.	Short-Term	DCD
Evaluate Old Town for priority streetscape and pedestrian improvements, set priorities and update applicable streetscape design standards and develop improvement plans, and seek funding for the most critical improvements.	Medium Term	DCD; PW
Establish incentives for development through enhanced or expedited permit processes.	Short-Term	DCD
Establish diagrams and conceptual maps illustrating how Silverdale could evolve into a vibrant pedestrian-oriented mixed-use center over time. Such map(s) could illustrate future streets, through-block connections, and enhanced streetscapes plus preferred block types, lengths, and building orientation to be used by prospective future development and redevelopment projects.	Short-Term	DCD
Work with downtown business and downtown interests to improve streetscape details, such as street furnishings, streets trees, lighting, and art installations.	Ongoing	DCD; PW
Promote and host street activation by allowing innovative uses of low-traffic streets and parking lots, such as temporary street closures, festivals and events, and waiving any related fees for small events.	Ongoing	DCD, Parks and Recreation.
Establish regulations that prohibit the development of new drive-through businesses in pedestrian-oriented areas.	Short-Term	DCD
Encourage and pursue the integration of plazas and open spaces in commercial and mixed-use areas that promote shoppers to linger and provide amenities to residents and employees.	Short-Term, Ongoing	DCD
Connectivity and Mobility		
Implement transportation demand management (TDM) and commute trip reduction (CTR) strategies.	Ongoing	PW
Create and update mode split goals specific to Silverdale Regional Center that represent a significant increase in nonmotorized travel modes over time.	Short-Term	DCD/ PW
Explore funding for projects identified in the Silverdale Transportation Implementation Strategy (See Appendix B)	Ongoing	PW

Action	Timeline	Responsibility
Collaborate with Kitsap Transit to improve the speed and reliability of transit service in Silverdale, including the analysis and subsequent potential implementation of a bus circulator system for the downtown core, as well as the potential for ferry service for both workforce and tourism purposes.	Ongoing	DCD/ Kitsap Transit
Create a wayfinding signage program with a priority on gateway signage.	Medium Term	PW / DCD
Pursue a County Road Improvement District (CRID) and Utility Local Improvement District (ULID) options for the Silverdale Regional Center.	Medium Term	PW
Modify impact fees to ensure that development in the Silverdale Regional Center contributes its fair share to multi-modal transportation improvements.	Medium Term	PW
Pursue the adoption of funding mechanisms to incentivize and support transit and multi-modal transportation trips.	Short-Term	DCD/ PW
Work with Kitsap Transit and the long-range transit plan to plan around locations of future high-capacity transit (BRT) stations and service.	Ongoing	Kitsap Transit/ DCD
Work with Kitsap Transit to plan and implement fixed route and on-call transit services within Urban Growth Areas and subareas with routing, frequencies, and level of service to support use of transit within the community for daily transportation needs.	Ongoing	Kitsap Transit/ DCD
Create connectivity/maximum block size standards that apply to new large site development and redevelopment.	Short-Term	DCD
Develop an alignment for an east-west multi-modal pathway through the Regional Center using a mix of off-street and on-street facilities.	Short-Term	DCD / PW
Link Clear Creek Trail with important downtown landmarks through improved streetscapes and trails.	Medium-Term	DCD/ PW
Develop new street sections and corridor standards for specific streets in the Center where mixed-use development and pedestrian activity is prioritized.	Short-Term	DCD/ PW
Support the reuse of surface parking lots for infill development.	Ongoing	DCD
Develop mode split goals in accordance with Vision 2050 and Regional Center Framework.	Short-Term	DCD/ PW
Environment		
Identify the Silverdale Regional Center as a receiving site for the Transfer of Development Rights (TDR) program.	Short-Term	DCD
Identify and map possible locations and strategies for new pocket parks, neighborhood parks, and public space.	Short-Term	DCD, Parks
Ensure that stormwater infrastructure acts as an amenity for Silverdale.	Short-Term	DCD, PW

Action	Timeline	Responsibility
Coordinate development with stormwater detention and treatment as part of the larger regional stormwater system.	Ongoing	DCD, PW
Incentivize development that utilizes Low Impact Development (LID) Practices which improve stormwater quality and runoff flow control beyond minimum standards.	Short-Term	DCD, PW
Evaluate and update grading standards to better ensure that such standards protect wildlife habitat areas and minimize adverse stormwater impacts.	Short-Term	DCD, PW
Evaluate and update development clustering provisions to preserves and celebrates wetlands and riparian corridors as amenities to nearby development.	Short-Term	DCD, PW
Promote the integration of interpretive signage along nature trails that helps to educate users to the features and benefits of wetlands and riparian corridors.	Ongoing	DCD, Parks
Establish a Sustainability Building Strategy for Silverdale. Maintain innovation as a key to the County’s sustainability efforts.	Short-Term	DCD
Pursue an Energy and Climate Plan for Silverdale.	Short-Term	DCD
Establish a program to support energy efficiency retrofits of existing buildings which will not be redeveloped in the short term.	Short-Term	DCD
Work with Puget Sound Energy to expand participation in the Green Power Program.	Ongoing	DCD/PSE
Economic Development		
Pursue a Planned Action Environmental Impact Statement (PEIS) for the Silverdale Regional Center.	Medium-Term	DCD
Update design standards to require pedestrian-oriented storefronts key area(s) that are intended to function as the Center’s most walkable area(s).	Short-Term	DCD
Identify groups or individuals that can lead a downtown advisory group to ensure interests are aligned in Silverdale’s vision, investment, and activities.	Short-Term	DCD
Make strategic public investments in streetscape improvements, civic and recreational uses, infrastructure, or other amenities that catalyze new development patterns downtown.	Ongoing	DCD, PW
Create a masterplan for redevelopment of the Kitsap Mall area.	Long-Term	DCD – with collaboration of property owner(s)
Housing		

Action	Timeline	Responsibility
Strategically increase building heights and density while strengthening design standards to enhance the character and livability of new developments.	Short-Term	DCD
Create and implement a multifamily tax exemption (MFTE) program and evaluate including a 12-year option for projects that include affordable housing.	Short-Term	DCD
Monitor effectiveness of policies and regulations overtime, specifically focusing on creation of new housing types and availability to various income segments. To make sure that the Center’s housing targets are being achieved at various income levels. Identify additional steps (reasonable measures) to spur housing development if monitoring shows the housing goals for Silverdale are not being achieved.	Ongoing	DCD
Evaluate the effectiveness of incentives for housing development and adapt to respond to market trends.	Medium-Term	DCD
Partner with housing organizations and community groups to address issues of homelessness, fair housing, anti-displacement strategies.	Short-Term	DCD; Human Services



Silverdale Subarea Plan

Vision for Silverdale Subarea

Land Use

Within the Urban Growth Area, Silverdale has a mix of residential development, commercial centers and light industrial areas that serve the housing and employment needs of the community. These areas are integrated with the natural amenities of the landscape including the striking views of mountains and water, and access to open space, maintaining Silverdale's high quality of life. Community gathering places including meeting spaces and connecting sidewalks, which provide local shopping, services and opportunities for recreation, are interspersed throughout the area and are connected through pedestrian-friendly trail and path systems. Through the application of urban design guidelines, the unique characteristics of existing districts are preserved and identities for new development are fostered.

Economic Development

Our status as a regional retail and service center is complemented by the expansion and diversification of our economic base, particularly through expansion of businesses, as well as through development of educational opportunities.

Transportation

We have a transportation system that will properly support community and residential needs. We have a multimodal circulation system; it accommodates transit, bicycles, pedestrians, and autos. There are many options for getting into, out of, and moving within the urban growth area and bypassing the urban core. Downtown circulation is improved, we have a walkable environment and multimodal connectivity is increased through new roads, pathways, and through-block connections.

Housing

Our community provides a wide choice of housing types and prices -- accommodating a diversity of lifestyles and incomes. New residential development is centered in mixed income neighborhoods that are safe and secure. Each neighborhood has a character of its own and includes a mix of uses that provide opportunities for localized services and recreation close to home. We respect existing neighborhoods; their character is key to the long-term sustainability.

Governance

Within the 20-year planning horizon, Silverdale may be a self-governing city.

Social Capital

We have diverse opportunities for arts, recreation, entertainment, leisure activities and culture; activities we can “do” are continuously being created.

Capital Facilities

We have the public facilities to support a vibrant and growing city.

Natural Environment

We have tremendous natural resources and amenities. We are sensitive to our existing natural systems-- maintaining, protecting, and conserving them in a way that is sensitive to their environmental functions, particularly Dyes Inlet watersheds and water quality and aquifer recharge areas. We are rich in significant, pristine resource areas.

Silverdale Subarea Plan Goals and Policies

Land Use

Silverdale Goal 1. Land Use Mix

Provide sufficient capacity within the Urban Growth Area to properly accommodate a mix of residential, commercial, and industrial development to meet the extended population and employment projections for Silverdale.

Silverdale Policy 1.1 Monitor land supply over time to ensure a continued adequate supply of residential, commercial, and industrial designated land to meet Silverdale’s population and employment targets and to meet the needs of unexpected growth.

Silverdale Policy 1.2. In establishing and modifying land use designations, provide for a balanced and complete community.

Silverdale Policy 1.3. Incorporate reasonable measures that are appropriate to the Silverdale area to help focus growth in the urban growth area. These measures could be incentives, standards, policies, and/or regulations. In this Sub-Area Plan, incorporated reasonable measures include:

- Inclusion of economic development goals and policies that encourage employment and related housing/population growth in the Urban Growth Area;
- Support the Silverdale Regional Center goals and policies.

Silverdale Policy 1.4. In areas where pedestrian and/or bicycle activity is desired, such as in Old Town, areas of mixed-use development, and within residential neighborhoods, provide a balance of roads, sidewalks, bike lanes, separated paths, landscaping, crosswalks, and other new or creative solutions that provide safe and efficient ways to walk, bike, and roll.

Silverdale Policy 1.5. In areas where vehicular transportation will continue to be the predominant mode of travel, ensure that access to rights-of-way and site design standards provide for safe and convenient access by the traveling public.

Silverdale Goal 2. Recreation, Arts and Culture

Provide land availability for public and private community gathering places and diverse opportunities for arts, recreation, entertainment, leisure activities and culture.

Silverdale Policy 2.1 Support design standards that encourage provision of plazas, greens or other informal public meeting spaces with new development and redevelopment.

Silverdale Policy 2.2. Preserve and enhance the natural and aesthetic qualities of shoreline areas and riparian creek corridors while allowing reasonable development to meet the needs of property owners.

Silverdale Policy 2.3. Provide a park, recreation and open space system that enhances the quality of life for residents and visitors to the Silverdale community.

Economic Development

Silverdale Goal 3. Regional Economy

Enhance the status of Silverdale as a regional retail and service center.

Silverdale Policy 3.1. Develop and implement an economic development program that encourages the location of businesses in the downtown core and actively seeks opportunities to strengthen the regional role of the retail and service center.

Silverdale Policy 3.2. Encourage the cooperation and collaboration of agencies and interested groups in marketing the Silverdale areas to attract new business.

Silverdale Policy 3.3. Encourage and support tourism activity and amenities as a significant contributor to the Silverdale economy.

Silverdale Goal 4. Economic Base

Achieve diversification of Silverdale's economic base, particularly through expansion of businesses and higher educational opportunities.

Silverdale Policy 4.1. Facilitate the diversification and growth of the Silverdale area economic base through a range of appropriate commercial land use designations, adequate land supply, improved transportation infrastructure, active business recruitment, and business friendly policies and regulations.

Silverdale Policy 4.2. Actively recruit educational institutions to the Silverdale area.

Silverdale Policy 4.3. Identify and encourage business opportunities that may benefit from the geographic proximity of existing military facilities.

Silverdale Goal 5. Economic Growth

Support and coordinate economic expansion through efficient use of land and provision of capital facilities.

Silverdale Policy 5.1. Encourage full use and development of designated commercial and industrial areas prior to expanding those areas. Promote revitalization within existing developed areas to take advantage of the investment in existing buildings and infrastructure.

Silverdale Policy 5.2. Provide incentives for re-use or redevelopment of existing commercial facilities in preference to building of new space.

Silverdale Policy 5.3. Provide adequate transportation infrastructure to serve a diverse range of commercial activity.

Silverdale Policy 5.4. Work to meet unique transportation needs of new or growing businesses.

Silverdale Policy 5.4. Support commercial development and redevelopment that complements and is compatible with the larger Silverdale community.

Housing

Silverdale Goal 7. Neighborhoods

Promote and protect the long-term viability, safety, character, and identity of existing neighborhoods.

Silverdale Policy 7.1. Identify opportunities for community services and general recreation facilities within or between residential neighborhoods, with strong emphasis on private development and maintenance by neighborhoods.

Silverdale Policy 7.2. Work with neighborhoods to identify key landmarks, boundaries, gathering places, significant natural features, existing and potential pedestrian routes, neighborhood gateways, and other features that help identify and establish their unique character.

Transportation

Silverdale Goal 8. Transportation System

Develop and maintain a street and transportation system that effectively addresses the travel needs of the community and is consistent with the overall goals of the community.

Silverdale Policy 8.1. Develop and maintain performance standards, including operational level of service (LOS) standards for roadways and critical intersections within Silverdale.

Silverdale Policy 8.2. Continuously improve circulation to meet the needs of increased traffic and emergency access, while maintaining neighborhood quality and safety.

Silverdale Policy 8.3. Develop a circulation plan that meets the needs of increased traffic and emergency access throughout the Silverdale community while maintaining the importance of neighborhood quality and safety.

Silverdale Policy 8.4. Implement improvements identified in Silverdale Transportation Implementation Strategy (TIS), and update TIS as the infrastructure and land use changes (see Appendix C).

Silverdale Policy 8.5. Develop a plan of priorities and circulation for the effective movement of goods and services in the commercial districts and within residential neighborhoods, as appropriate.

Silverdale Policy 8.6. Develop an effective system of neighborhood traffic control to make local street safe for pedestrians, residents, and normal local traffic.

Silverdale Goal 9. Transit

Work with transit providers to develop programs, routes and schedules that better accommodate a larger number of users.

Silverdale Policy 9.1. Use public transit effectively in the Silverdale district and surrounding areas; especially the implementation of point-to-point shuttles and loop service, and service to high priority destinations.

Silverdale Policy 9.2. Consider location of Park-and-Ride lots or similar facilities when making land use designations.

Silverdale Policy 9.3. Develop priorities for Transportation Demand Management and Commute Trip Reduction, considering the work to home flow path for Silverdale workers.

Silverdale Goal 10. Non-Motorized Transportation

Improve safety and circulation for bicyclists and pedestrians.

Silverdale Policy 10.1. Complete sidewalk and bicycle lane projects identified in the Silverdale Transportation Improvement Strategy.

Silverdale Policy 10.2. Connect the Silverdale Regional Center to surrounding areas through pedestrian and non-motorized facilities.

Silverdale Policy 10.3. Implement multi-use pathway in Silverdale using a mix of off-street and on-street facilities, and connections to the trails system.

Silverdale Policy 10.4. Encourage public/private development of trails as well as public/private maintenance of trails.

Silverdale Goal 11. Multimodal Transportation System

Develop and maintain an effective multimodal transportation system for Silverdale and the surrounding areas.

Silverdale Policy 11.1. Ensure that transportation facilities necessary for future growth are provided concurrent with growth and coordinated with the overall land use plan for Silverdale.

Silverdale Policy 11.2. Implement an effective transportation concurrency system that provides effective transportation infrastructure to support concurrent land use in growth and development.

Silverdale Policy 11.3. Establish connector roads' location and design through amendments to the Silverdale design standards, regional center subarea plan, or Kitsap County Code. Such amendments shall allow for flexibility if property ownership is consolidated and an alternate location and/or design will meet the intent of the connector road system.

Silverdale Policy 11.4. The connector roads shall be funded by private property owners or new development. Funding of these roadways may include, but is not limited to, County Road Improvement Districts (CRID) and individual developer construction. If public funding is available for the development of this roadway network, monies and project scope should be identified in the 6-year Transportation Improvement Plan.

Silverdale Goal 12. Greaves Way

Locate, design and construct transportation connections to Greaves Way that facilitate coordinated access to commercial, business center and industrial zoned lands.

Silverdale Policy 12.1. Locate and develop connector roads for Greaves Way that provide access to surrounding properties. Coordinate with property owners on alignment alternatives and roadway design.

Silverdale Policy 12.2. To maximize the use of Greaves Way, connector roads shall be delineated to provide free-flowing, multi-modal access to the commercial, industrial, and business properties in the area.

Silverdale Policy 12.3. Create a bus turn around on Greaves Way to improve transit access to a growing mixed-use center.

Silverdale Policy 12.4. Identify key pedestrian trails and greenways needed to link destinations in Silverdale.

Silverdale Policy 12.5. Ensure that stormwater facilities provide adequate drainage and minimize flooding while protecting and enhancing the water quality and habitat value of streams, wetlands, lakes, and Dyes Inlet.

Silverdale Goal 13. Solid Waste and Recycling

Provide efficient and convenient solid waste and recycling services to the Silverdale community through effective coordination with service providers.

Silverdale Policy 13.1. Coordinate with private solid waste collection services to ensure adequate service capacity for planned growth.

Silverdale Policy 13.2. Encourage programs for yard and food waste composting, waste recycling, and reuse of building materials.



Suquamish Subarea Plan

Vision for Suquamish

Suquamish is a rural, historic waterfront community on the Port Madison Indian Reservation, which is defined by strong natural borders in northeast Kitsap County. The Port Madison Indian Reservation is located on the western and northern shore of Port Madison Bay. The reservation also fronts Agate Pass on the western side. Bainbridge Island is located on the eastern side of the Pass. The Agate Pass Bridge connects Bainbridge Island with the Reservation on the Kitsap Peninsula.

Increased growth pressures are threatening the Suquamish Village's natural boundaries. Increased development was beginning to exceed the capacities of the infrastructure systems. Transportation infrastructure and drainage systems were no longer adequate, open space diminished, and the rural character of the town changed. Tribal members living in Suquamish and non-Indian residents who moved to Suquamish for its rural qualities and remote location found their chosen lifestyle at risk. The area was designated a Limited Area of More Intensive Rural Development (LAMIRD) to begin to address these conditions.

Any vision for Suquamish must balance the preservation of the rights of Tribal members and of non-Indian property owners to enjoy the reasonable use of their land. The Suquamish Village will make its

visitors feel welcome, but not rely solely on tourism as a mechanism for economic health. Economic and cultural diversity shall be celebrated and enhanced for the benefit of all residents of Suquamish. The Suquamish Village's Native American history and presence shall be enhanced and remain a visible part of the Suquamish experience.

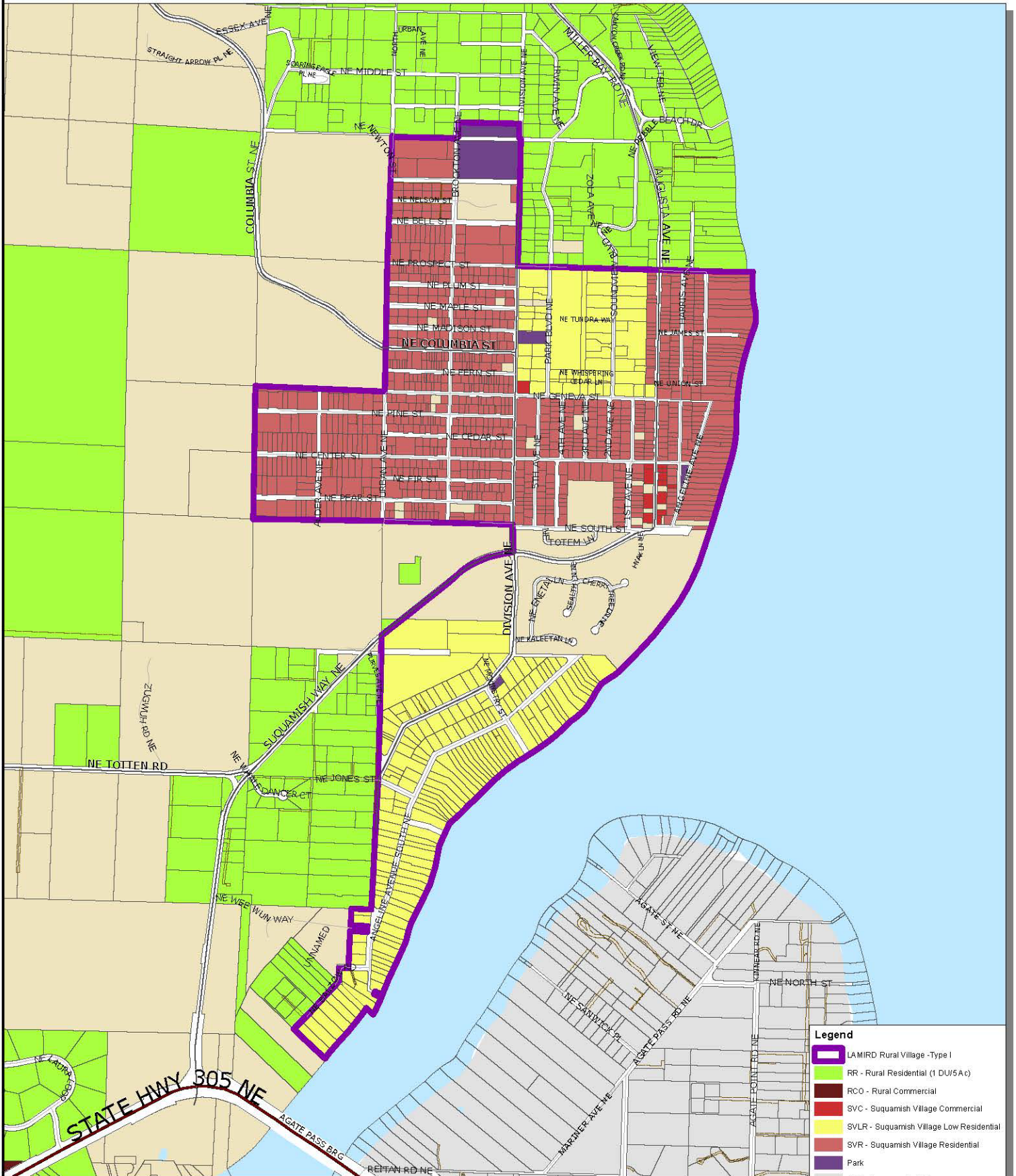
The downtown should remain the heart of Suquamish where residents and visitors will gather together to celebrate traditions and experience daily living. Suquamish will offer small business districts for small-scale neighborhood convenience stores or public services.

It shall become a community where development and facilities are focused on limiting impacts to climate and benefiting the environment. The community can enjoy its open spaces and recreational opportunities as well as safe and pleasurable walks, which link the neighborhoods to each other and to the commercial districts. The Suquamish Rural Village shall welcome all social and economic groups. It shall provide a sense of community, and the Tribe and the County shall work cooperatively.

Figure 1.30. Suquamish LAMIRD Zoning Map, Alternatives 2 and 3

Suquamish Rural Village

Limited Area of More Intense Rural Development (LAMIRD)



Legend

- LAMIRD Rural Village -Type I
- RR - Rural Residential (1 DU/5 A c)
- RCO - Rural Commercial
- SVC - Suquamish Village Commercial
- SVLR - Suquamish Village Low Residential
- SVR - Suquamish Village Residential
- Park
- CITY - Incorporated City
- T - Tribal Land
- State Highway
- Collector / Arterial
- Local Access; Local Road
- Greater Puget Sound hydrology

Zoning - Alternatives 2 & 3

FINAL DRAFT



Kitsap County Department of Community Development
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Map Published Date: November, 2022



Suquamish Goals, Policies, and Strategies

Land Use

Suquamish Goal 1.

Ensure development is consistent with the Suquamish Village Limited Area of More Intensive Rural Development (LAMIRD) designation and Growth Management Act requirements.

Suquamish Policy 1.1. Maintain development regulations for each Suquamish residential and commercial zoning consistent with historic conditions.

Suquamish Policy 1.2. Maintain existing code regarding legacy and nonconforming lots. (Alternative 1 and 2 only, removed in Alternative 3).

Suquamish Policy 1.3. Expand commercial opportunities for small service businesses catering to residents and tourists (e.g., coffee shop and meeting spaces).

Economic Development

Suquamish Goal 2.

Establish a Kitsap Regional Library extension.

Suquamish Policy 2.1. Explore prospective locations for a Kitsap Regional Library (KLR) extension in coordination with KRL, Kitsap County, and the Suquamish Tribe to establish a library with suitable amenities (Wi-Fi, computer access, and other access).

Suquamish Goal 3.

Provide Transportation improvements that enhance economic development.

Suquamish Policy 3.1. Conduct studies to maximize the effectiveness of Suquamish downtown parking, traffic, land use and potential aesthetics.

Suquamish Goal 4.

Establish a Suquamish aesthetic beneficial to economic development.

Suquamish Policy 4.1. Determine what a Suquamish downtown (Augusta Avenue and Suquamish Way) aesthetic would look like (signage, streetlights, storefronts, public art, etc.) and further define action required to achieve that aesthetic to include:

- Signage to meet the Suquamish aesthetic, including welcoming sign and street signs.
- Implement utility improvements, including street lighting that would support economic development.
- Examine the feasibility and implement appropriate trash can placement (and supporting solid waste removal).

Suquamish Policy 4.2. Collaborate with Suquamish Tribal Government, Port Madison Enterprises, and other business district interests to examine and support zoning and construction encouraging first floor storefronts with affordable second floor living options.

Suquamish Goal 5.

Support information sharing and information access in Suquamish.

Suquamish Policy 5.1. Examine, and if feasible implement, a Public Wi-Fi access capability.

Suquamish Policy 5.2. Work with providers and Kitsap Public Utilities District to expand broadband and upgraded cellular service within the Village.

Housing

Suquamish Goal 6

Limit future growth within the Suquamish Village while allowing greater housing diversity to serve multiple income levels. (Alternative 2 only).

Suquamish Policy 6.1. Encourage housing types beyond single-family, detached to increase affordability. (Alternative 2 only).

Suquamish Strategy 6.a. Allow accessory dwelling units to be permitted uses in Suquamish residential zones. (Alternative 2 only).

Transportation

Suquamish Goal 7.

Evaluate changes for Augusta and Suquamish Way to allow for safe and effective access to businesses.

Suquamish Policy 7.1. Examine, and if feasible implement, a three-lane corridor along Augusta Avenue starting at NE Geneva Street and continuing up Suquamish Way to Division [in vicinity of the Suquamish Village] to enhance current and future Suquamish economic development and access.

Suquamish Goal 8.

Improve parking to support safe business access.

Suquamish Policy 8.1. Improve parking along, or in vicinity of, Augusta Avenue starting at NE Geneva Street and continuing up Suquamish Way to Division to enhance current and future Suquamish economic development and access.

Suquamish Policy 8.2. Assess opportunities on private or public property to allow safe loading and unloading of goods within the business district.

Suquamish Goal 9.

Develop walkways, crosswalks and bicycle routes that enhance the walkability, safety, and economic development of Suquamish.

Suquamish Policy 9.1. Provide walkways and crosswalks extending on Augusta Avenue from NE Geneva Street to Suquamish Way to enhance current and future Suquamish economic development and access.

Suquamish Policy 9.2. Examine, and if feasible implement, walkways and crosswalks on Division Ave NE and NE McKinstry St. (starting at Suquamish Way) to provide a safe and walkable access to the Sports Court Park and the historically significant Old Man House Park.

Suquamish Policy 9.3. Provide a pedestrian connection between Suquamish and the network of trails within the Cowling Creek Preserve, which with additional development could serve as a bike route bypassing a portion of Miller Bay Road with no shoulders.

Suquamish Policy 9.4. Examine, and if feasible implement, paving the shoulders of Miller Bay Road from NE Geneva St. to Gunderson Rd. thereby providing the first/only safe route for walkers, joggers, or bicyclists to enter and depart Suquamish to the north towards Kingston.

Suquamish Strategy 9.a. Expand crosswalks and walkways on Division, Augusta, and Brockton to enhance pedestrian safety.

Suquamish Strategy 9.b. Expand shoulders along arterials leading into and out of the Suquamish Village (e.g., Miller Bay Road, NE Columbia Street and Suquamish Way) provide a safe route for pedestrians and bicyclists.

Suquamish Goal 10.

Evaluate road safety improvements in and around Suquamish.

Suquamish Policy 10.1. Examine, and if feasible implement, speed controls and widening/paved shoulders on NE Columbia Street to increase safety as the alternate northern route out of Suquamish.

Suquamish Policy 10.2. Examine, and if feasible, due to existing zoning and road width constraints, implement one-way traffic options on Geneva and Center Streets.

Suquamish Strategy 10.a. Explore traffic calming opportunities (e.g., traffic speed tables) to arterials and collectors including Augusta, Division, and Columbia.

Suquamish Strategy 10.b. Expand street lighting where necessary for public safety (e.g., bus stops and key intersections).

Suquamish Strategy 10.c. Encourage expanded transit service between the Suquamish Park and Ride and Kingston, Poulsbo, and Bainbridge Island.

Parks and Open Space

Suquamish Goal 11.

Coordinate efforts among the community, the Suquamish Tribe, and the County to maintain existing Parks within and surrounding Suquamish to their fullest potential.

Suquamish Policy 11.1. Where consistent with CFP resurface the Sport Court at NE Division Ave and McKinstry St. for increased safety and use.

Suquamish Policy 11.2. Enhance access and kayak launches at appropriate County rights of way throughout Suquamish (i.e., Hemphill Rd. terminus, or southwest terminus/right of way NE Angeline Rd.)

Suquamish Policy 11.3. Expand park maintenance.

Suquamish Policy 11.4. Examine and if feasible implement watering capability to Angeline Park and the Sports Park for maintenance of the plant beds.

Suquamish Policy 11.5. Implement upgrades and improvements to the Angeline Park playground.

Suquamish Strategy 11.a. Examine and if feasible implement watering capability to Angeline Park and the Sports Park for maintenance of the plant beds.

Suquamish Strategy 11.b. Enhance public access to County road ends at James and Hemphill through improved trails informed by the requirements of the Shoreline Management Program.

Suquamish Strategy 11.c. Explore trail connections between the Suquamish Village and Cowling Creek Preserve.

Suquamish Goal 12.

Partner with the Suquamish Tribe to discover new opportunities for desired Parks and Open Spaces.

Suquamish Policy 12.1. Explore, and if feasible develop, an off-leash dog park.

Suquamish Policy 12.2. Explore, and if feasible develop, a skateboard park.

Suquamish Policy 12.3. Explore, and if feasible develop, a community garden.

Suquamish Strategy 12.a. Explore transfer of the Sports Court and Angeline Park to the Suquamish Tribe to increase maintenance and continue access for the general public.

Suquamish Goal 13.

Expand access to public restrooms.

Suquamish Policy 13.1. Collaborate with Suquamish Tribal Government to expand public restroom within the Suquamish Village commercial and public areas.

Suquamish Strategy 13.a. Collaborate with Suquamish Tribal Government to establish public restrooms near the Suquamish Dock.

Capital Facilities

Suquamish Goal 14.

Expand and improve Suquamish stormwater and sewer facilities.

Suquamish Policy 14.1. Support development of a comprehensive and natural approach to stormwater management to implement projects to control flows, reduce flooding, and enhance water quality.

Suquamish Strategy 14.a. Complete the stormwater treatment projects including the Harris and Angeline Avenue area.



Gorst Neighborhood Plan

Vision for Gorst

The Gorst community is located on Sinclair Inlet between Bremerton and Port Orchard. Its strategic location is reflected as a vital transportation link as two highways, SR 3 and SR 16, intersect at Gorst. As an important crossroads a railroad also traverses Gorst connecting the Puget Sound Naval Shipyard with the Bangor submarine facility and the Port of Shelton.

In the coming years Gorst will continue to play an important role for county residents, commuters, and military personnel who travel to via the area major job centers in the County including Downtown Bremerton and the Puget Sound Naval Shipyard, Bremerton National Airport and associated Puget Sound Industrial Center and others.

In 2022 WSDOT noted that from the north at Navy Yard City, State Route 3 carries 54,000 Annual Average Daily Traffic (AADT), increasing to 83,000 AADT north of Gorst, and continuing on SR 16 to Port Orchard with 51,000 AADT. Resolution of the decades-long, transportation congestion issues in the Gorst area are a key priority to improve Kitsap's economy and protect national security. In addition to being strategically located between major population and job centers in Kitsap County, the Gorst area contains regionally significant environmental resources. The approximately 6,570-acre Gorst Creek Watershed is diverse with thousands of acres of intact forest land, miles of streams and acres of wetlands. Much of the forested area that comprises the north and central portion of the Gorst Creek Watershed is publicly

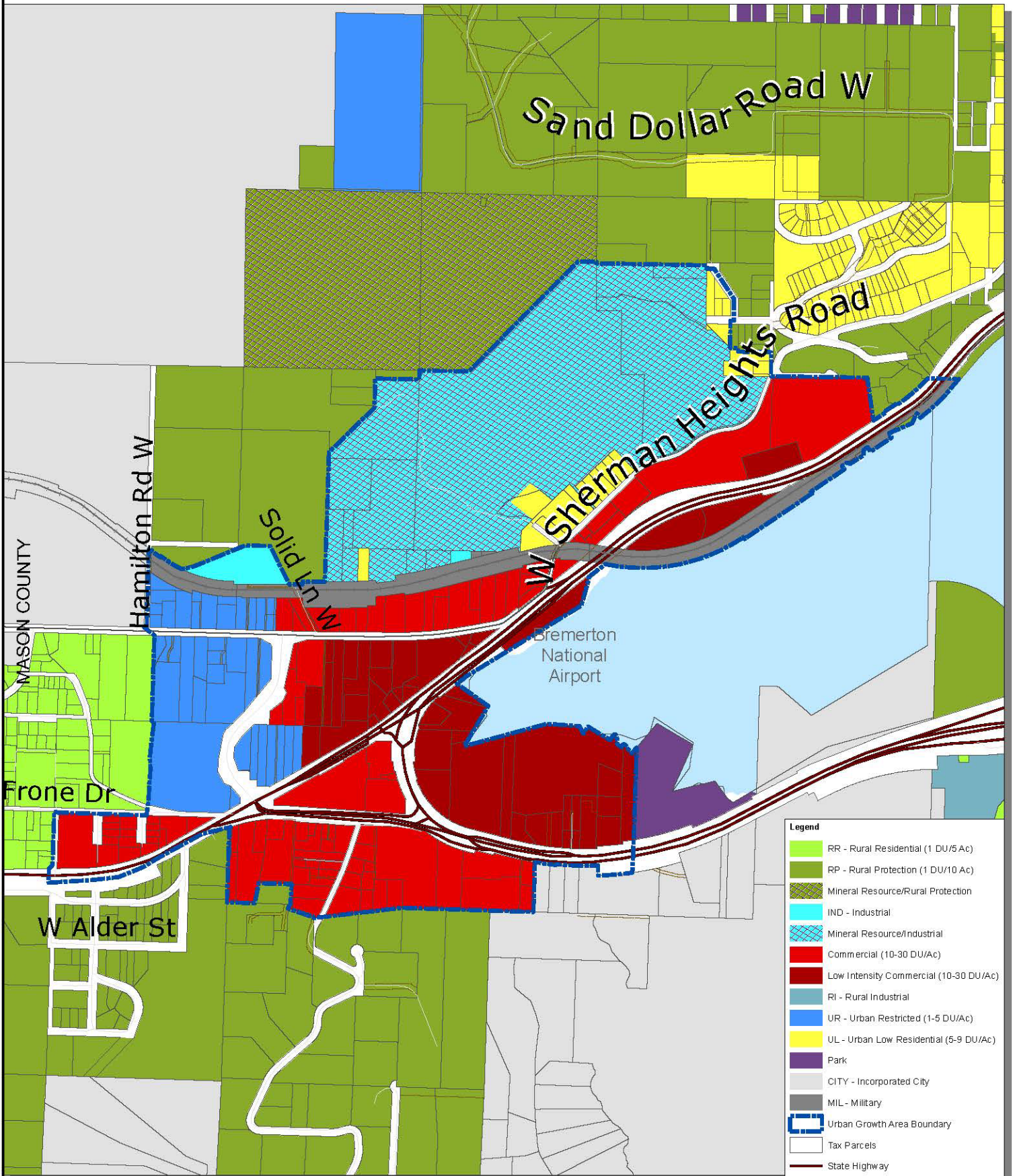
owned and lies within a contiguous area that also contains Green Mountain and Tahuya State Forest. Taken together, this area comprises the largest open-space block in the Puget Trough Ecoregion of the Puget Sound Basin. The estuary (Sinclair Inlet) supports shellfish, waterfowl, shorebirds, great blue herons, and bald eagles. The Gorst Creek estuary is a major passageway and nursery for Puget Sound Chinook, Coho, and Chum salmon, along with Steelhead, and Sea-Run Cutthroat trout. Gorst Creek supports a fish rearing facility managed by the Suquamish Tribe and Washington State Department of Fish and Wildlife.

Gorst's vision is one of careful balance; managing its valuable role as a transportation lynchpin for Kitsap County along with responsible stewardship for its significant natural environment.

Figure 1.31. Gorst UGA Zoning Map, Alternatives 2 and 3

Gorst Urban Growth Area

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Legend	
[Light Green Box]	RR - Rural Residential (1 DU/5 Ac)
[Medium Green Box]	RP - Rural Protection (1 DU/10 Ac)
[Dark Green Box]	Mineral Resource/Rural Protection
[Cyan Box]	IND - Industrial
[Blue Grid Box]	Mineral Resource/Industrial
[Red Box]	Commercial (10-30 DU/Ac)
[Dark Red Box]	Low Intensity Commercial (10-30 DU/Ac)
[Teal Box]	RI - Rural Industrial
[Blue Box]	UR - Urban Restricted (1-5 DU/Ac)
[Yellow Box]	UL - Urban Low Residential (5-9 DU/Ac)
[Purple Box]	Park
[Grey Box]	CITY - Incorporated City
[Dark Grey Box]	MIL - Military
[Blue Dashed Line]	Urban Growth Area Boundary
[White Outline]	Tax Parcels
[Thick Red Line]	State Highway
[Thin Red Line]	Collector / Arterial
[Thin Grey Line]	Local Access; Local Road
[Black Line]	Railroad Lines
[Thin Brown Line]	Easement
[Light Blue Area]	Greater Puget Sound hydrology

Zoning - Alternatives 2 & 3

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 Map Published by: Koerber, 2022



Gorst Goals, Policies, and Strategies

Land Use, Economic Development and Community Design

Goal 1.

Create opportunities for well-designed, sustainable commercial and residential growth and development.

Gorst Policy 1.1. Encourage regional and local serving commercial uses that meet community shopping needs, provide jobs, and enhance the image of Gorst through improved landscaping and site design.

Gorst Policy 1.2. Through the land use plan and zoning, allow opportunities for single family units, townhouses, and flats to provide a range of housing choices in Gorst.

Gorst Policy 1.3. Allow horizontal and vertical mixed-use development to offer greater business and housing choices and live-work arrangements.

Gorst Policy 1.4. Ensure zoning and design standards promote development patterns that increase open space and recreation opportunities, reduce impervious areas, and cluster in the least sensitive areas of a property.

Gorst Policy 1.5. Apply streetscape, landscape, building, and site design standards for new development to promote shoreline views, allow for development compatibility, enhance property values, and reinforce Gorst as the southern gateway to Bremerton.

Gorst Policy 1.6. Allocate population to the Gorst UGA based on the Gorst Subarea Plan. Ensure allocations are also consistent with Countywide Planning Policies. Until such time as population is available for allocation to Gorst to support mine site redevelopment following reclamation, the mineral resource overlay will continue.

Environment

Gorst Goal 2.

Protect and restore fish and wildlife habitat along Gorst Creek and Sinclair Inlet.

Gorst Policy 2.1. Develop a comprehensive program to restore the Gorst Creek Corridor in the UGA.

Gorst Policy 2.2. Promote shoreline and habitat restoration along Sinclair Inlet.

Gorst Policy 2.3. Coordinate County and City shoreline regulations and restoration plans along Gorst Creek and Sinclair Inlet to provide adequate protection and incorporate best management practices based on the Watershed Characterization Study.

Gorst Strategy 2.a. Upon annexation, the City shall apply its Shoreline Master Program to Sinclair Inlet and Gorst Creek. In addition, the City shall apply a Gorst Creek Management Zone Overlay recognizing the habitat requirements of listed fish species, the current degraded buffer conditions, and tailored approaches to implement best management practices and incentives for restoration.

Gorst Strategy 2.b. Prior to annexation, Kitsap County may consider City marine shoreline buffers and the Gorst Creek Management Zone Overlay as a means to mitigate negative impacts when reviewing site specific land use applications, such as variances.

Gorst Goal 3.

Improve water quality and reduce flooding in the Gorst UGA.

Gorst Policy 3.1. Require enhanced water quality consistent with the Sinclair Inlet Total Maximum Daily Loads (TMDL) (USEPA 2012) throughout the watershed and UGA. Reduction of impervious surfaces and onsite treatment of stormwater should be required in accordance with best management practices specified in the 2019 Stormwater Management Manual for Western Washington (Ecology 2019), or its equivalent or successor, with a preference for infiltration to reduce fecal coliform.

Gorst Policy 3.2. Reduce erosion and sediment export through measures such as adequate stream buffers, setbacks, reduced overland flow through infiltration and vegetation cover. Discussion: See the discussion under Policy UGA-3 regarding coordinated regulations.

Gorst Policy 3.3. Provide incentives and regulations that reduce impervious surfaces, promote natural and distributed stormwater techniques, and incorporate native and naturalized vegetation.

Gorst Policy 3.4. Wherever practicable, require low impact development measures such as infiltration for new development and redevelopment. Where impractical, stormwater detention may be allowed.

Gorst Policy 3.5. Incorporate low impact development best management practices into new development and redevelopment to mitigate and reduce flood impacts.

Gorst Policy 3.6. Reduce flood hazards through infrastructure improvements and stormwater management.

Gorst Policy 3.7. Policy UGA-10. Allow zero direct and untreated discharge to streams and marine water bodies in association with development and redevelopment. Apply vegetation management, clearing and grading, and stormwater rules that minimize erosion and protect water quality and habitat.

Gorst Policy 3.8. Implement adaptations to address potential effects of sea level rise on Sinclair Inlet properties. These may include, but are not limited to, accounting for sea level rise in the design of buildings and impervious areas, as well as roadway, flood management, and utility facilities.

Transportation, Public Services & Utilities

Gorst Goal 4.

Provide effective, efficient, and quality capital facilities and public services at the level necessary to meet the Gorst community needs and support allowed growth.

Gorst Policy 4.1. Work with federal, state, and local agencies to implement transportation improvements to manage congestion.

Gorst Policy 4.2. Improve safety and circulation, and improve transportation mode choices including transit, bicycle, pedestrian, and automobiles.

Gorst Policy 4.3. Encourage improved Kitsap Transit service such as added park and ride facilities.

Gorst Policy 4.4. Design roads to incorporate gateway treatments, boulevard style streetscape improvements, and access improvements to invite the community to Gorst and allow convenient travel to regional businesses.

Gorst Policy 4.5. Encourage public access to the shoreline along Sinclair Inlet and portions of Gorst Creek.

Gorst Policy 4.6. Require new development to meet Bremerton standards for water and wastewater.

Gorst Policy 4.7. Ensure new developments that create a demand for parks and recreation provide such facilities onsite or contribute their fair share to provision of offsite facilities.

Gorst Policy 4.8. Facilitate adequate fire and emergency response in the UGA through application of uniform fire and building codes, emergency access standards, roadway congestion management measures, and mutual aid agreements.

Gorst Policy 4.9. Ensure adequate police services are provided within the UGA to meet Kitsap County Sheriff and Bremerton police department response time and case load objectives.

Gorst Policy 4.10. Promote crime prevention through environmental design techniques to new development.

Gorst Policy 4.11. Provide long-range growth assumptions and new development applications to South Kitsap School District to ensure educational services can meet needs of new residents.

Gorst Goal 5.

Prioritize the Gorst interchange in transportation funding advocacy.

Gorst Policy 5.1. Coordinate with the Cities of Bremerton and Port Orchard, the Port of Bremerton, the Department of Defense, WSDOT and state and federal legislators on developing and executing designs to expand SR3 and SR 16 in the Gorst area.

Gorst Policy 5.2. Lead discussions of funding opportunities to address the Gorst transportation issues in a holistic yet phased approach.

Annexation

Gorst Goal 6.

Facilitate a seamless transition of services from Kitsap County governance to City of Bremerton governance when properties become annexed to the City.

Gorst Policy 6.1. Explore all methods for annexation with the Gorst residents within the planning horizon. Consider annexation of the Gorst UGA to the City in the near term.

Gorst Policy 6.2. Prior to and following annexation, implement the Gorst Subarea Capital Facility Plan. Levels of service should be implemented concurrent with new development.



Illahee Neighborhood Plan

Vision for Illahee

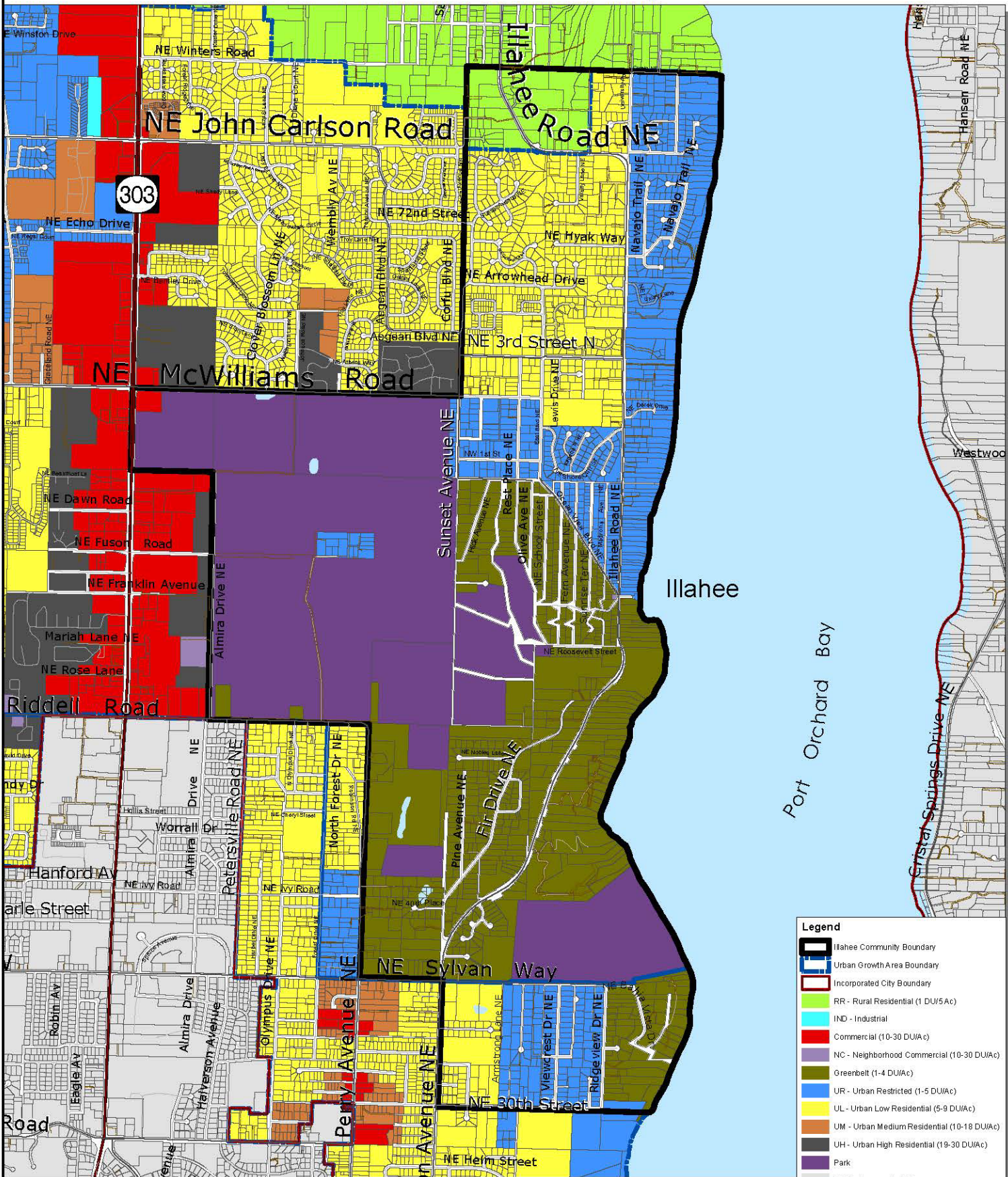
The Illahee Community Plan is a statement reflecting the civic pride and community involvement that has existed for more than 120 years. The community shares a proud sense of accomplishment in many environmental and community projects. More importantly, many residents share a real concern for the future of Illahee if they and their neighbors are not actively and materially involved in the planning process. Many of the local citizens recognize that what originally attracted them to this area and what keeps them here is now threatened. This vision allows them to continue to make improvements to further enhance the atmosphere and character of the area, ensuring that it remains the unique community they know and love. When posed with the question, “What would you like to see addressed in a community plan?” residents envisioned a community centered around and amongst the abundance of natural resources in the area, which include Illahee State Park, Illahee Creek, and the Illahee Preserve; three miles of pristine waterfront; two major docks; and much more.

Citizens want to maintain the community charm and quaintness that Illahee currently offers. Residents wish to protect the unique quality of the natural environment, park areas, wetlands, streams, and wildlife habitat. Residents also recognize the need to sustain the community connectedness and to accommodate reasonable growth in the area. These visions and dreams can be accomplished by permitting growth in those areas where infrastructure enhancements already exist and environmental

protections are ensured. This also means securing open space designations for the natural resources that need protection and, especially, those already specified as park or preserve. It is this mix of land uses that makes the Illahee area a unique blend of natural resources and open space surrounded by semi-rural areas, urban areas, and a short perimeter of a commercial business strip along State Highway 303. Illahee is an area blessed with a diversity of natural and man-made resources. Residents desire a community plan that blends the best of these worlds into a place where they can continue to live in harmony with nature and their fellow citizens.

Figure 1.32. Illahee Zoning Map, Alternatives 2 and 3

Illahee Community



Legend

- Illahee Community Boundary
- Urban Growth Area Boundary
- Incorporated City Boundary
- RR - Rural Residential (1 DU/5Ac)
- IND - Industrial
- Commercial (10-30 DU/Ac)
- NC - Neighborhood Commercial (10-30 DU/Ac)
- Greenbelt (1-4 DU/Ac)
- UR - Urban Restricted (1-5 DU/Ac)
- UL - Urban Low Residential (5-9 DU/Ac)
- UM - Urban Medium Residential (10-18 DU/Ac)
- UH - Urban High Residential (19-30 DU/Ac)
- Park
- CITY - Incorporated City
- Tax Parcels
- State Highway
- Collector / Arterial
- Local Access; Local Road
- Greater Puget Sound hydrology

Zoning - Alternatives 2 & 3

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Illahee Goals and Policies

Land Use

Illahee Goal 1.

Formalize a communication process between Kitsap County and Illahee Community Groups.

Illahee Policy 1.1. Notify Illahee community groups that request notice of proposed land use actions and zoning changes within Illahee.

Illahee Policy 1.2. Support the continuation of an Illahee Community Citizens Advisory Group (CAG) to represent the citizens of Illahee in furthering the Plan’s goals and policies.

Environment

Illahee Goal 2.

Maintain current zoning that allows for protection of the environment.

Illahee Policy 2.1. Maintain the Greenbelt (GB) zone with its environmentally sensitive densities and development standards.

Illahee Goal 3.

Protect Illahee’s existing views of Mount Rainier, the Cascade Mountain Range, Bainbridge Island, Puget Sound, and the Seattle Skyline.

Illahee Policy 3.1. Utilize the View Protection Overlay Zone for the Illahee community.

Illahee Goal 4.

Promote safety and improve views by using underground utilities where applicable.

Illahee Policy 4.1. Support the coordination of burying utilities during the planning phases of new road works in locations where views are obstructed or safety is compromised by utilities.

Illahee Goal 5.

Protect and restore the riparian areas of Illahee Creek and its estuary.

Illahee Policy 5.1. Use infiltration as a method of stormwater, flow control, within the Illahee Creek Aquifer Recharge Area.

Illahee Policy 5.2. Evaluate solutions outside of using culverts for Illahee Creek that allow for the natural meandering of the creek and maintains/restores the accretion delta floodplain.

Illahee Policy 5.3. Coordinate the restoration of floodplain habitat and estuary function at the mouth of Illahee Creek.

Illahee Goal 6.

Enhance efforts to protect the biological diversity and habitats of fish, birds, wildlife, and plant life within the Illahee community.

Illahee Policy 6.1. Continue to identify and map wetland areas within Illahee as funding allows.

Illahee Goal 7.

Conserve the scenery and natural and historic trees within the Illahee community.

Illahee Policy 7.1. Maintain minimum 25-foot natural vegetative buffers between development and roadways, wherever possible.

Illahee Goal 8.

Continue efforts to preserve open space, wildlife corridors, habitat, stream health, and recreation opportunities, and support the implementation of the Illahee Forest Preserve Stewardship Plan.

Illahee Policy 8.1. Support the pursuit of grant monies to complete purchases or conservation easements within the Illahee Creek corridor as outlined in the Illahee Preserve Stewardship Plan, including target properties in the Illahee Creek Watershed, and the “Heart of the Park” properties.

Illahee Policy 8.2. Support the pursuit of grant monies for the conservation of the undeveloped properties along Illahee Road between Illahee Creek and Trenton Ave. which are coincident with the Illahee Greenbelt, Wildlife Corridor, Mosquito Fleet Trail Scenic Byway, and proposed multimodal regional trail.

Transportation

Illahee Goal 9.

Address Illahee’s pedestrian thoroughfares to provide safe multimodal transportation options in and out of the community.

Illahee Policy 9.1. Examine, and if feasible, create a safe multimodal transportation option for Illahee Road.

Illahee Policy 9.2. Examine, and if feasible, create a safe multimodal transportation option along Oceanview Blvd/East Blvd and McWilliams from Illahee Road to SR 303.

Illahee Policy 9.3. Examine, and if feasible, install a round-a-bout at the oblique 3-way intersection of Illahee Road, Oceanview Blvd, and Allview Blvd.

Illahee Goal 10.

Support the hydrological studies of well systems around Illahee Creek to determine the appropriate boundaries around the creek to ensure base flow levels in the creek are maintained.

Illahee Policy 10.1. Support State agencies to begin a water balance monitoring system comparing base flows in Illahee Creek with draw down rates of local wells.

Illahee Goal 11.

Support the redevelopment of the intersection of Illahee road, Oceanview Boulevard, and the Illahee Community Dock into a community focal point.

Illahee Policy 11.1. Facilitate the planning and construction of a community center at this location, which may also support a business.

Illahee Policy 11.2. Facilitate the planning and construction of a marine park at this location.



Keyport Neighborhood Plan

Vision for Keyport

Keyport is a rural, historic waterfront village bounded and limited in size by its natural borders of water and the Naval Undersea Warfare Center. The community consists primarily of single-family homes, a few small businesses, and a community park system. The community is close-knit, where people know and greet their neighbors, and has an active community club which provides social events. The Keyport community wants to limit urban growth to retain its sense of community and small-town ambience. Keyport citizens would prefer that future business expansion would be limited to small businesses and services serving the community, consistent with historical usage located near the downtown core.

The Keyport community desires to reestablish certain historic commercial zoning and to establish appropriate land use zoning to maintain historic rural character where it is consistent with historical public services. The community would like to establish development patterns, including lot sizes, which may encourage infill development consistent with the Growth Management Act.

These infill development patterns would be consistent with historical progressive development yet limit urban-like sprawl and high-density growth. The Keyport community would like to improve existing transportation infrastructure and services to make it easier and safer to get around the community, make the community more pedestrian friendly, and improve parking for visitors. Improvements would be

requested from Kitsap County as feasible to improve public infrastructure and facilities, including expansion of the sewer lines, upgrading the storm water drainage system, improving street lighting, and improving marine access.

The community would like to retain a flexible community park system attractive as gathering and recreational centers for both children and adults. Keyport citizens would like to preserve and enhance the small-town atmosphere and visual character of the area for the community as well as visitors, where one can enjoy a safe and pleasurable walk, enjoy the spectacular marine and mountain views, and have easy access to a village center that acts as a social center with restaurants and services providing for basic needs.

Figure 1.33. Keyport Zoning Map, Alternatives 2 and 3

Keyport Goals and Policies

Land Use and Economic Development

Keyport Goal 1.

Protect and enhance the Keyport Village character.

Keyport Policy 1.1 Promote architecture and site amenities consistent with the historic character of Keyport.

Keyport Goal 2.

Provide zoning that is consistent with Keyport's existing built environment and lot sizes that allow for beneficial infill development.

Keyport Policy 2.1 Set minimum lot sizes, setbacks, heights, and densities for residential development.

Keyport Policy 2.2. Require application of Design Standards for all new commercial development in Keyport.

Keyport Goal 3.

Encourage property owners to cluster newly subdivided lots.

Keyport Policy 3.1. Reevaluate the historical density bonus for all future clustered developments in the Keyport Village Low Residential (KVLR) zone.

Keyport Goal 4.

Promote the establishment and support of a vital Keyport Village Commercial zone.

Keyport Policy 4.1. Establish a commercial zone appropriate for the population and transportation network of the Keyport Village.

Keyport Policy 4.2. Promote businesses that further the economic vitality of Keyport as a "destination".

Keyport Goal 5.

Encourage mixed-use development within the commercial zone.

Keyport Policy 5.1. Modify County parking requirements to levels appropriate for the Keyport Village.

Keyport Policy 5.2. Encourage the development of design standards for the Keyport Village Commercial zone.

Keyport Policy 5.3. Allow increased height limits for structures within the Keyport Village Commercial zone.

Keyport Goal 6.

Protect Keyport's existing views of the Olympic mountain range, Liberty Bay, Dogfish Bay, and Puget Sound.

Keyport Policy 6.1. Encourage development that creates the least impact to existing views.

Keyport Goal 7.

Archaeological, cultural, and historic structures or places are an important community asset, are a part of Keyport's character, and should be identified, evaluated, and preserved.

Keyport Policy 7.1. The Keyport community, in conjunction with the Poulsbo historical society, should identify and seek funding to institute a historic survey, implement a local, historic registry program and/or the creation of a landmark commission.

Keyport Policy 7.2. If feasible, consider the implementation of a local historic preservation ordinance.

Keyport Goal 8.

Historic structures or places are an important feature of community design and should be preserved and enhanced.

Keyport Policy 8.1. Design Standards should be implemented for design of projects adjacent to a historic structure to ensure that new development is compatible with the structure and that its surroundings are preserved.

Transportation and Pedestrian Improvements

Keyport Goal 9.

Encourage development of an efficient multimodal transportation system and develop a funding strategy and financing plan to meet its needs.

Keyport Policy 9.1. Future Washington State Route 308 Improvements should consider the use of separated, continuous, 5-foot paved bicycle / pathways for pedestrian use. These walkways shall be coordinated with the Mosquito Fleet Trail Plan as necessary.

Keyport Policy 9.2. Developments abutting County rights-of-way within the Keyport Village Commercial zone should include sidewalk construction.

Keyport Policy 9.3. Set minimum lot sizes, setbacks, heights, and densities for residential development.

Keyport Policy 9.4. Require application of Design Standards for all new commercial development in Keyport.

Keyport Goal 10.

Provide the citizens the opportunity to participate in the development of transportation planning policy.

Keyport Policy 10.1. Encourage Keyport citizen participation, organizations, or individuals, in County and State transportation planning efforts within or adjacent to the Keyport Village.

Keyport Policy 10.2. Analyze accident data to determine where safety-related improvements are necessary. Prioritize and implement safety-related improvements during the transportation planning process.

Keyport Goal 11.

Minimize negative environmental impacts by the transportation system.

Keyport Policy 11.1. Maintain environmental standards and mitigation requirements that are the same or higher than those placed upon the private sector, especially adjacent to or upstream from salt-water marine environments.

Public Facilities and Infrastructure

Keyport Goal 12.

Encourage expansion of the existing sewer distribution system to all properties within the Keyport Limited Area of More Intense Rural Development boundary.

Keyport Policy 12.1. Encourage all new construction and remodel projects involving an increase in sewage beyond the existing capacity of the septic system to connect to sewer if within 200 feet of an existing line.

Keyport Policy 12.2. Immediately address failed septic systems.

Keyport Policy 12.3. Encourage property owners on shorelines or near other critical areas to connect to the sewer system.

Keyport Policy 12.4. Consider establishing a Local Improvement District for properties west of Sunset Avenue.

Keyport Goal 13.

Encourage enhanced Library Services in Keyport.

Keyport Policy 13.1. Work with Kitsap Regional Library to encourage regular service of the Kitsap Regional Library Bookmobile within Keyport.

Port Improvements and Waterfront Development

Keyport Goal 14.

Work with the Port of Keyport to encourage expansion of the existing Port of Keyport Facilities.

Keyport Policy 14.1. Work with the Port of Keyport to update the Port of Keyport Master Plan.

Keyport Policy 14.2. Work with the Port of Keyport to identify specific projects for a Port of Keyport funding measure.

Keyport Policy 14.3. Work with the Port of Keyport to research grant opportunities for shoreline improvement or replacement of marine facilities.

Keyport Goal 15.

Minimize additional private docks in Keyport.

Keyport Policy 15.1. Encourage joint use docks for any new dock development.

Natural Environment and Parks and Recreation

Keyport Goal 16.

Protect, restore, and enhance the natural and shoreline resources that add to the unique character of the Keyport Village.

Keyport Policy 16.1. Encourage permanent preservation of lots with significant critical areas or wildlife habitat.

Keyport Policy 16.2. Work with the Kitsap Health District to monitor private septic systems and immediately respond to any failed system within Keyport that may flow into Dogfish Bay or Liberty Bay.

Keyport Policy 16.3. Encourage the replanting of native tree and plant species on all properties, especially those publicly held.

Keyport Policy 16.4. Encourage creation of natural greenways, vegetated pathways, backyard natural habitat corridors, and street plantings. Keyport Goal 18. Maintain current public facilities, parks, and port facilities, and add new facilities when determined by the community.

Keyport Policy 16.5. Coordinate with the Keyport Village community on any development plans for public facility improvements and additions.

Keyport Policy 16.6. Pursue creative funding strategies, grants, and opportunities to leverage federal, state, local, and volunteer sources for maintenance and capital improvement budgets.

Keyport Goal 17.

Provide facilities to serve the variety of ages and needs in the community.

Keyport Policy 17.1. Explore the planning and construction of a community center within the Keyport Village boundary.

Arts and Culture

Keyport Goal 18.

Encourage local support for a creative and economic environment that allows artists to continue to live and work in and for the community.

Keyport Policy 18.1. Create a stimulating visual environment through public and private artworks programs and create a greater understanding and appreciation of art and artists through community dialogue, education, and involvement.

Keyport Policy 18.2. Advocate for the inclusion of quality public art in projects built by both private developers and public agencies, promote quality design in both the natural and built environments and use artists on design teams.

Keyport Goal 19.

Preserve and share the community's unique setting, character, history, arts, and culture by developing partnerships, resources and attractions that respect the needs and desires of Keyport residents.

Keyport Policy 19.1. Identify and record Keyport's "Sense of Place" through a continuous public dialogue about the influence of the arts, history, and culture.

Keyport Policy 19.2. Use artistic, historic, and cultural events as vehicles for sharing Keyport's uniqueness with residents and visitors while cultivating partnerships among the local artists, organizations and those interested in the arts, economic development, tourism, and historic preservation.

Keyport Policy 19.3. Identify local artists and publicize their value to the community through opportunities for public dialogue, and online database, and directory of artists, and residency programs, with support through non-profit organizations.

Sustainability

Keyport Goal 20.

Encourage sustainable practices and green building in Keyport.

Keyport Policy 20.1. Implement Low Impact Develop Standards for Keyport Stormwater development and improvements.

Keyport Policy 20.2. Promote Solar, Wind, Tidal, Wave Generation and other renewable energy generation infrastructure to serve the Keyport Community.

Keyport Policy 20.3. Promote installation of energy efficient fixtures (both electric and water based).

Keyport Policy 20.4. Promote U.S. Green Building Council's; Leadership in Energy and Environmental Design (LEED) silver certification standards for all future public buildings in Keyport.

Community Building and Plan Implementation

Keyport Goal 21.

Foster an environment that supports the active and meaningful involvement of the community in local, County-wide, and regional issues.

Keyport Policy 21.1. Ensure that Keyport residents have access in the community to information regarding future land uses and activities.

Keyport Policy 21.2. Encourage the support and maintenance of the Keyport Improvement Group to represent the citizens of Keyport in furthering of the Plan's goals and policies.